

NATIONAL RAILROAD PASSENGER CORPORATION



NORTHEAST CORRIDOR EMPLOYEE TIMETABLE No. 3

(SCHEDULES and SPECIAL INSTRUCTIONS)

**Effective 12:01 A.M., Eastern Standard Time
Monday, January 18, 2010**

Most Recent General Order: No. 301, Effective January 18, 2010
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R. H. PHELPS
Vice President Transportation

M. J. DECATALDO
General Superintendent
Northeast Division

S. J. ALLEMAN
General Superintendent
Mid-Atlantic Division

L. A. SLIMBOCK
General Superintendent
NEC Service Operations



AMTRAK MISSION STATEMENT

**WE ARE
AMERICA'S PASSENGER
RAILROAD**

**OUR MISSION IS TO CONSISTENTLY
DELIVER A HIGH QUALITY, SAFE, ON TIME
RAIL PASSENGER SERVICE THAT
EXCEEDS CUSTOMER EXPECTATIONS**

TIMETABLE NO. 3

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ON NORTHEAST CORRIDOR**

Train	Days	Operates Between	TYPE	Located on Page
19	Daily	NYP-NOL	ICY	55
20	Daily	NOL-NYP	ICY	75
42	M-Sa	PGH-NYP	PEN	79, 94
43	Daily	NYP-PGH	PEN	49, 90
44	Sun	PGH-NYP	PEN	88, 95
48	Daily	CHI-NYP	ICY	96
49	Daily	NYP-CHI	ICY	97
50	Sun	CHI-NYP	ICY	86
50	WeFr	CHI-NYP	ICY	87
51	Sun	NYP-CHI	ICY	44
51	WeFr	NYP-CHI	ICY	43
54	SaSu	WAS-SAB	VMT	28, 40, 69
55	M-F	SAB-WAS	VMT	20, 39, 62
56	M-F	WAS-SAB	VMT	29, 40, 70
57	SaSu	SAB-WAS	VMT	20, 39, 61
63	Daily	NYP-TOR	MPL	97
64	Daily	TOR-NYP	MPL	96
66	Daily	NPN-BOS	REG	26, 89
67	Daily	BOS-NPN	REG	24, 42
68	Daily	MTR-NYP	ADR	96
69	Daily	NYP-MTR	ADR	97
79	Daily	NYP-CLT	CAR	45
80	Daily	CLT-NYP	CAR	86
82	Sat	RVR-BOS	REG	30, 74
83	Fri	BOS-NPN	REG	17, 54
84	M-F	RVR-NYP	REG	75
85	M-F	NYP-RVR	REG	56
86	M-F	RVR-BOS	REG	29, 71
87	Sun	NYP-RVR	REG	56
88	SaSu	RVR-BOS	REG	31, 75
89	Daily	NYP-SAV	ICY	43
90	Daily	SAV-NYP	ICY	98
91	Daily	NYP-MIA	ICY	49
92	Daily	MIA-NYP	ICY	82
93	M-Th	BOS-RVR	REG	17, 54
94	M-F	NPN-BOS	REG	33, 79
95	M-F	BOS-NPN	REG	14, 49
97	Daily	NYP-MIA	ICY	57
98	Daily	MIA-NYP	ICY	70
99	SaSu	BOS-NPN	REG	16, 53
110	M-F	WAS-NYP	REG	66
111	M-F	NYP-WAS	REG	42
121	Sat	NYP-WAS	REG	42
123	Sun	NYP-WAS	REG	64
125	M-F	NYP-WAS	REG	50
126	Sun	WAS-NYP	REG	83
127	M-F	NYP-WAS	REG	58
129	M-F	NYP-WAS	REG	58
130	M-F	WAS-NYP	REG	68
131	SaSu	NYP-WAS	REG	44
132	Sun	WAS-BOS	REG	35, 81
133	Fri	NYP-WAS	REG	53
134	ThFr	WAS-NYP	REG	81
135	SaSu	BOS-WAS	REG	20, 61
136	Fri	WAS-SPG	REG	36, 41, 85
137	M-F	BOS-WAS	REG	20, 61
138	M-F	WAS-NYP	REG	86
139	M-F	BOS-WAS	REG	23, 64

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ON NORTHEAST CORRIDOR**

Train	Days	Operates Between	TYPE	Located on Page
140	SaSu	WAS-BOS	REG	32, 41
141	M-F	SPG-WAS	REG	14, 38, 48
143	SaSu	SPG-WAS	REG	14, 38, 48
145	Sun	SPG-WAS	REG	16, 38, 52
146	Sat	WAS-SPG	REG	35, 41, 83
147	Sat	SPG-WAS	REG	15, 38, 52
148	M-F	WAS-SPG	REG	34, 41, 80
150	SaSu	WAS-BOS	REG	26, 66
151	M-F	NYP-WAS	REG	42
152	SaSu	WAS-NYP	REG	70
153	SaSu	NYP-WAS	REG	46
154	Sun	WAS-NYP	REG	74
155	SaSu	NYP-WAS	REG	47
156	SaSu	WAS-NYP	REG	79
157	Sun	NYP-WAS	REG	51
158	SaSu	WAS-NYP	REG	87
159	SaSu	NYP-WAS	REG	59
160	SaSu	WAS-BOS	REG	27, 67
161	SaSu	BOS-WAS	REG	17, 54
162	SaSu	WAS-BOS	REG	28, 68
163	SaSu	BOS-WAS	REG	18, 58
164	SaSu	WAS-BOS	REG	30, 72
165	SaSu	BOS-WAS	REG	21, 63
166	Sun	WAS-BOS	REG	36, 85
167	Sat	BOS-WAS	REG	22, 64
168	Sat	WAS-BOS	REG	34, 81
169	SaSu	BOS-WAS	REG	23, 65
170	M-F	WAS-BOS	REG	27, 67
171	M-F	BOS-WAS	REG	16, 52
172	M-F	WAS-BOS	REG	28, 69
173	M-F	BOS-WAS	REG	18, 57
174	M-F	WAS-BOS	REG	30, 73
175	M-F	BOS-WAS	REG	21, 63
176	M-F	WAS-BOS	REG	31, 76
177	M-F	BOS-WAS	REG	23, 65
178	M-F	WAS-BOS	REG	35, 83
179	M-F	BOS-NYP	REG	24
180	M-F	WAS-NYP	REG	67
181	M-F	NYP-WAS	REG	43
182	SaSu	WAS-NYP	REG	88
183	M-F	NYP-WAS	REG	45
184	M-F	WAS-NYP	REG	72
185	M-F	NYP-WAS	REG	46
186	M-F	WAS-NYP	REG	78
187	M-F	NYP-WAS	REG	64
188	M-F	WAS-NYP	REG	88
190	M-F	WAS-BOS	REG	26, 66
192	Sat	WAS-NYP	REG	85
193	M-F	NYP-WAS	REG	60
194	SaSu	NPN-BOS	REG	32, 78
195	SaSu	BOS-RVR	REG	15, 50
196	M-Th	WAS-NYP	REG	84
198	Daily	WAS-NYP	REG	89
199	Sat	NYP-WAS	REG	56
230	M-F	ALB-NYP	EMP	96
232	M-F	ALB-NYP	EMP	96
233	Daily	NYP-ALB	EMP	97
234	M-F	ALB-NYP	EMP	96
235	M-F	NYP-ALB	EMP	97

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ON NORTHEAST CORRIDOR**

Train	Days	Operates Between	TYPE	Located on Page
236	DAILY	ALB-NYP	EMP	97
237	M-F	NYP-ALB	EMP	96
238	Daily	ALB-NYP	EMP	97
239	M-Th	NYP-ALB	EMP	97
241	Daily	NYP-ALB	EMP	97
242	M-F	ALB-NYP	EMP	96
243	M-F	NYP-ALB	EMP	97
244	Daily	ALB-NYP	EMP	96
245	M-Th	NYP-ALB	EMP	97
250	SaSu	ALB-NYP	EMP	96
252	Sat	ALB-NYP	EMP	96
253	SaSu	NYP-ALB	EMP	97
254	Sun	ALB-NYP	EMP	96
255	Fri	NYP-ALB	EMP	97
256	Sun	ALB-NYP	EMP	96
261	Fr-Su	NYP-ALB	EMP	97
280	M-Sa	NFL-NYP	EMP	96
281	Daily	NYP-NFL	EMP	97
283	Daily	NYP-NFL	EMP	97
284	Daily	NFL-NYP	EMP	96
288	Sun	NFL-NYP	EMP	96
290	M-F	RUD-NYP	ETH	96
291	DexFr	NYP-RUD	ETH	97
292	Sat	RUD-NYP	ETH	96
293	Fri	NYP-RUD	ETH	97
296	Sun	RUD-NYP	ETH	96
401	SaSu	SPG-NHV	SHTL	38
405	SaSu	SPG-NHV	SHTL	38
432	Sun	NHV-SPG	SHTL	41
448	Daily	CHI-BOS	L H	33
449	Daily	BOS-CHI	L H	19
450	SaSu	NHV-SPG	SHTL	40
460	SaSu	NHV-SPG	SHTL	40
463	SaSu	SPG-NHV	SHTL	39
464	SaSu	NHV-SPG	SHTL	40
465	Sun	SPG-NHV	SHTL	35
467	Sat	SPG-NHV	SHTL	39
470	M-F	NHV-SPG	SHTL	40
475	M-F	SPG-NHV	SHTL	39
476	M-F	NHV-SPG	SHTL	41
479	M-F	SPG-NHV	SHTL	39
488	SaSu	NHV-SPG	SHTL	40
490	M-F	NHV-SPG	SHTL	40
493	M-F	SPG-NHV	SHTL	38
494	M-F	NHV-SPG	SHTL	41
495	M-F	SPG-NHV	SHTL	38
497	Sun	SPG-NHV	SHTL	39
600	M-F	HAR-PHL	KEY	93
601	M-F	PHL-HAR	KEY	90
605	M-F	PHL-HAR	KEY	90
607	M-F	PHL-HAR	KEY	90
609	M-F	PHL-HAR	KEY	90
610	Sat	HAR-PHL	KEY	95
611	Sat	PHL-HAR	KEY	90
612	Sun	HAR-PHL	KEY	95
615	Sun	PHL-HAR	KEY	91
618	M-Th	HAR-PHL	KEY	94
619	M-F	PHL-HAR	KEY	92
620	M-F	HAR-PHL	KEY	95

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Train	Days	Operates Between	TYPE	Located on Page
622	M-F	HAR-NYP	KEY	95
637	Sun	NYP-PHL	KEY	65
639	M-F	NYP-PHL	KEY	65
640	M-F	HAR-NYP	KEY	67, 93
641	M-F	NYP-HAR	KEY	45, 90
642	M-F	HAR-NYP	KEY	70, 93
643	M-F	NYP-HAR	KEY	47, 90
644	M-F	HAR-NYP	KEY	72, 93
645	M-F	NYP-HAR	KEY	51, 91
646	M-F	HAR-NYP	KEY	73, 93
647	M-F	NYP-HAR	KEY	54, 91
648	M-F	HAR-NYP	KEY	75, 93
649	M-F	NYP-HAR	KEY	55, 91
650	M-F	HAR-NYP	KEY	77, 94
651	M-F	NYP-HAR	KEY	58, 91
652	M-F	HAR-NYP	KEY	81, 94
653	M-F	NYP-HAR	KEY	59, 91
654	M-F	HAR-NYP	KEY	84, 94
655	M-F	NYP-HAR	KEY	61, 91
656	M-F	HAR-NYP	KEY	86, 94
658	Fri	HAR-NYP	KEY	87, 94
660	SaSu	HAR-NYP	KEY	69, 93
661	SaSu	NYP-HAR	KEY	44, 90
662	Sat	HAR-NYP	KEY	71, 93
663	SaSu	NYP-HAR	KEY	47, 70
664	SaSu	HAR-NYP	KEY	73, 93
665	SaSu	NYP-HAR	KEY	53, 91
666	SaSu	HAR-NYP	KEY	76, 93
667	SaSu	NYP-HAR	KEY	56, 91
668	Sun	HAR-NYP	KEY	78, 94
669	SaSu	NYP-HAR	KEY	60, 91
670	SaSu	HAR-NYP	KEY	80, 94
671	SaSu	NYP-HAR	KEY	62, 91
672	SaSu	HAR-NYP	KEY	84, 94
1297	Mon	NYP-ALB	DHD	97
2100	M-F	WAS-NYP	AXP	68
2103	M-F	NYP-WAS	AXP	43
2104	M-F	WAS-NYP	AXP	69
2107	M-F	NYP-WAS	AXP	44
2109	M-F	NYP-WAS	AXP	45
2110	M-F	WAS-NYP	AXP	74
2117	M-F	NYP-WAS	AXP	50
2119	M-F	NYP-WAS	AXP	60
2121	M-F	NYP-WAS	AXP	53
2122	M-F	WAS-NYP	AXP	83
2124	M-F	WAS-NYP	AXP	85
2126	M-F	WAS-NYP	AXP	87
2150	M-F	WAS-BOS	AXP	27, 66
2151	M-F	BOS-WAS	AXP	14, 46
2153	M-F	BOS-WAS	AXP	15, 48
2154	M-F	WAS-BOS	AXP	28, 68
2155	M-F	BOS-WAS	AXP	15, 49
2158	M-F	WAS-BOS	AXP	29, 71
2159	M-F	BOS-WAS	AXP	17, 52
2160	M-F	WAS-BOS	AXP	30, 72
2163	M-F	BOS-WAS	AXP	18, 55
2164	M-F	WAS-BOS	AXP	31, 76
2165	M-F	BOS-WAS	AXP	19, 57
2166	M-F	WAS-BOS	AXP	32, 77

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ON NORTHEAST CORRIDOR**

Train	Days	Operates Between	TYPE	Located on Page
2167	M-F	BOS-WAS	AXP	19, 59
2168	M-F	WAS-BOS	AXP	33, 78
2170	M-F	WAS-BOS	AXP	33, 80
2171	M-F	BOS-WAS	AXP	21, 62
2172	M-F	WAS-BOS	AXP	34, 82
2173	M-F	BOS-WAS	AXP	22, 63
2190	M-F	NYP-BOS	AXP	26
2193	M-F	BOS-NYP	AXP	23
2203	Sat	NYP-WAS	AXP	46
2205	Sun	NYP-WAS	AXP	47
2207	Sat	NYP-WAS	AXP	48
2208	Sun	WAS-NYP	AXP	73
2211	Sun	NYP-WAS	AXP	50
2212	SaSu	WAS-NYP	AXP	76
2213	Sun	NYP-WAS	AXP	51
2216	Sat	WAS-NYP	AXP	79
2220	Sat	WAS-NYP	AXP	82
2221	Sun	NYP-WAS	AXP	57
2222	Sun	WAS-NYP	AXP	84
2225	Sun	NYP-WAS	AXP	60
2228	Sun	WAS-NYP	AXP	88
2250	SaSu	WAS-BOS	AXP	29, 71
2251	Sat	BOS-WAS	AXP	16, 51
2252	Sun	WAS-BOS	AXP	31, 74
2253	SaSu	BOS-WAS	AXP	18, 55
2254	Sun	WAS-BOS	AXP	32, 77
2255	Sun	BOS-WAS	AXP	19, 59
2256	Sun	WAS-BOS	AXP	34, 80
2257	Sun	BOS-WAS	AXP	21, 62
2258	Sun	WAS-BOS	AXP	35, 82
2259	Sun	BOS-WAS	AXP	22, 63
2297	Sun	BOS-NYP	AXP	22
2290	Sat	NYP-BOS	AXP	27

TYPE

ADR
 AXP
 CAR
 EMP
 ETH
 KEY
 ICY
 PEN
 REG
 SHTL
 VMT
DHD

SERVICE

ADIRONDACK
 ACELA EXPRESS
 CAROLINA
 EMPIRE
 ETHAN ALLEN
 KEYSTONE
 INTERCITY LONG DISTANCE
 PENNSYLVANIAN
 REGIONAL
 SPRINGFIELD SHUTTLE
 VERMONT
DEADHEAD

**INDEX TO TRAINS OPERATING
ON NORTHEAST CORRIDOR**

Train	Days	Will also Run	Will Not Run
19	Daily		
20	M-F		
42	M-Sa		1/18, 2/15
43	Daily		
44	Sun	1/18, 2/15	
48	Daily		
49	Daily		
50	Sun		
50	WeFr		
51	Sun		
51	WeFr		
54	SaSu	1/18, 2/15	
55	M-F		1/18, 2/15
56	M-F		1/18, 2/15
57	SaSu	1/18, 2/15	
63	Daily		
64	Daily		
66	Daily		
67	Daily		
68	Daily		
69	Daily		
79	Daily		
80	Daily		
82	Sat	2/14	
83	Fri		
84	M-F		1/18, 2/15
85	M-F		1/18, 2/15
86	M-F		1/18, 2/15
87	Sun	1/18, 2/15	2/14
88	SaSu	1/18, 2/15	
89	Daily		
90	Daily		
91	Daily		
92	Daily		
93	M-Th		1/18, 2/15
94	M-F		1/18, 2/15
95	M-F		1/18, 2/15
97	Daily		
98	Daily		
99	SaSu	1/18, 2/15	
110	M-F		1/18, 2/15
111	M-F		1/18, 2/15
121	Sat	2/14	
123	Sun	1/18, 2/15	2/14
125	M-F		1/18, 2/15
126	Sun	1/18, 2/15	2/14
127	M-F		1/18, 2/15
129	M-F		1/18, 2/15
130	M-F		1/18, 2/15
131	SaSu	1/18, 2/15	
132	Sun	1/18, 2/15	2/14
133	Fri		
134	ThFr		
135	SaSu	1/18, 2/15	
136	Fri		
137	M-F		1/18, 2/15
138	M-F		1/18, 2/15
139	Sun	1/18, 2/15	2/14

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ON NORTHEAST CORRIDOR**

Train	Days	Will also Run	Will Not Run
140	SaSu	1/18, 2/15	
141	M-F		1/18, 2/15
143	SaSu	1/18, 2/15	
145	Sun	1/18, 2/15	2/14
146	Sat	2/14	
147	Sat	2/14	
148	M-F		1/18, 2/15
150	SaSu	1/18, 2/15	
151	M-F		1/18, 2/15
152	SaSu	1/18, 2/15	
153	SaSu	1/18, 2/15	
154	Sun	1/18, 2/15	2/14
155	SaSu	1/18, 2/15	
156	SaSu	1/18, 2/15	
157	Sun	1/18, 2/15	2/14
158	SaSu	1/18, 2/15	
159	SaSu	1/18, 2/15	
160	SaSu	1/18, 2/15	
161	SaSu	1/18, 2/15	
162	SaSu	1/18, 2/15	
163	SaSu	1/18, 2/15	
164	SaSu	1/18, 2/15	
165	SaSu	1/18, 2/15	
166	Sun	1/18, 2/15	2/14
167	Sat	2/14	
168	Sat	2/14	
169	SaSu	1/18, 2/15	
170	M-F		1/18, 2/15
171	M-F		1/18, 2/15
172	M-F		1/18, 2/15
173	M-F		1/18, 2/15
174	M-F		1/18, 2/15
175	M-F		1/18, 2/15
176	M-F		1/18, 2/15
177	M-F		1/18, 2/15
178	M-F		1/18, 2/15
179	M-F		1/18, 2/15
180	M-F		1/18, 2/15
181	M-F		1/18, 2/15
182	SaSu	1/18, 2/15	
183	M-F		1/18, 2/15
184	M-F		1/18, 2/15
185	M-F		1/18, 2/15
186	M-F		1/18, 2/15
187	M-F		1/18, 2/15
188	M-F		1/18, 2/15
190	M-F		1/18, 2/15
192	Sat	2/14	
193	M-F		1/18, 2/15
194	SaSu	1/18, 2/15	
195	SaSu	1/18, 2/15	
196	M-Th		1/18, 2/15
198	Daily		
199	Sat	2/14	
230	M-F		1/18, 2/15
232	M-F		1/18, 2/15
233	Daily		
234	M-F		1/18, 2/15
235	M-F		1/18, 2/15

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ON NORTHEAST CORRIDOR**

Train	Days	Will also Run	Will Not Run
236	DAILY		
237	M-F		1/18, 2/15
238	DAILY		
239	M-Th		1/18, 2/15
241	Daily		1/18, 2/15
242	M-F		1/18, 2/15
243	M-F		1/18, 2/15
244	Daily		
245	M-Th		1/18, 2/15
250	SaSu	1/18, 2/15	
252	Sat	2/14	
253	SaSu	1/18, 2/15	
254	Sun	1/18, 2/15	2/14
255	Fri		
256	Sun	1/18, 2/15	2/14
261	Fr-Su	1/18, 2/15	
280	M-Sa	2/14	1/18, 2/15
281	Daily		
283	Daily		
284	Daily		
288	Sun	1/18, 2/15	2/14
290	M-F		1/18, 2/15
291	DexFr		
292	Sat	2/14	
293	Fri		
296	Sun	1/18, 2/15	2/14
401	SaSu	1/18, 2/15	
405	SaSu	1/18, 2/15	
432	Sun	1/18, 2/15	2/14
448	Daily		
449	Daily		
450	SaSu	1/18, 2/15	
460	SaSu	1/18, 2/15	
463	SaSu	1/18, 2/15	
464	SaSu	1/18, 2/15	
465	Sun	1/18, 2/15	2/14
467	Sat	2/14	
470	M-F		1/18, 2/15
475	M-F		1/18, 2/15
476	M-F		1/18, 2/15
479	M-F		1/18, 2/15
488	SaSu	1/18, 2/15	
490	M-F		1/18, 2/15
493	M-F		1/18, 2/15
494	M-F		1/18, 2/15
495	M-F		1/18, 2/15
497	Sun	1/18, 2/15	2/14
600	M-F		1/18, 2/15
601	M-F		1/18, 2/15
605	M-F		1/18, 2/15
607	M-F		1/18, 2/15
609	M-F		1/18, 2/15
610	Sat	2/14	
611	Sat	2/14	
612	Sun	1/18, 2/15	
615	Sun	1/18, 2/15	
618	M-Th		1/18, 2/15
619	M-F		1/18, 2/15
620	M-F		1/18, 2/15

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ON NORTHEAST CORRIDOR**

Train	Days	Will also Run	Will Not Run
622	M-F		1/18, 2/15
637	Sun	1/18, 2/15	
639	M-F		1/18, 2/15
640	M-F		1/18, 2/15
641	M-F		1/18, 2/15
642	M-F		1/18, 2/15
643	M-F		1/18, 2/15
644	M-F		1/18, 2/15
645	M-F		1/18, 2/15
646	M-F		1/18, 2/15
647	M-F		1/18, 2/15
648	M-F		1/18, 2/15
649	M-F		1/18, 2/15
650	M-F		1/18, 2/15
651	M-F		1/18, 2/15
652	M-F		1/18, 2/15
653	M-F		1/18, 2/15
654	M-F		1/18, 2/15
655	M-F		1/18, 2/15
656	M-F		1/18, 2/15
658	Fri		
660	SaSu	1/18, 2/15	
661	SaSu	1/18, 2/15	
662	Sat		
663	SaSu	1/18, 2/15	
664	SaSu	1/18, 2/15	
665	SaSu	1/18, 2/15	
666	SaSu	1/18, 2/15	
667	SaSu	1/18, 2/15	
668	Sun	1/18, 2/15	
669	SaSu	1/18, 2/15	
670	SaSu	1/18, 2/15	
671	SaSu	1/18, 2/15	
672	SaSu	1/18, 2/15	
1297	Mon	1/19, 2/16	1/18, 2/15
2100	M-F		1/18, 2/15
2103	M-F		1/18, 2/15
2104	M-F		1/18, 2/15
2107	M-F		1/18, 2/15
2109	M-F		1/18, 2/15
2110	M-F		1/18, 2/15
2117	M-F		1/18, 2/15
2119	M-F		1/18, 2/15
2121	M-F		1/18, 2/15
2122	M-F		1/18, 2/15
2124	M-F		1/18, 2/15
2126	M-F		1/18, 2/15
2150	M-F		1/18, 2/15
2151	M-F		1/18, 2/15
2153	M-F		1/18, 2/15
2154	M-F		1/18, 2/15
2155	M-F		1/18, 2/15
2158	M-F		1/18, 2/15
2159	M-F		1/18, 2/15
2160	M-F		1/18, 2/15
2163	M-F		1/18, 2/15
2164	M-F		1/18, 2/15
2165	M-F		1/18, 2/15
2166	M-F		1/18, 2/15

**INDEX TO TRAINS OPERATING
ON NORTHEAST CORRIDOR**

Train	Days	Will also Run	Will Not Run
2167	M-F		1/18, 2/15
2168	M-F		1/18, 2/15
2170	M-F		1/18, 2/15
2171	M-F		1/18, 2/15
2172	M-F		1/18, 2/15
2173	M-F		1/18, 2/15
2190	M-F		1/18, 2/15
2193	M-F		1/18, 2/15
2203	Sat	2/14	
2205	Sun	1/18, 2/15	2/14
2207	Sat	2/14	
2208	Sun	1/18, 2/15	2/14
2211	Sun	1/18, 2/15	2/14
2212	SaSu	1/18, 2/15	
2213	Sun	1/18, 2/15	2/14
2216	Sat	2/14	
2220	Sat	2/14	
2221	Sun	1/18, 2/15	2/14
2222	Sun	1/18, 2/15	2/14
2225	Sun	1/18, 2/15	2/14
2228	Sun	1/18, 2/15	2/14
2250	SaSu	1/18, 2/15	
2251	Sat	2/14	
2252	Sun	1/18, 2/15	2/14
2253	SaSu	1/18, 2/15	
2254	Sun	1/18, 2/15	2/14
2255	Sun	1/18, 2/15	2/14
2256	Sun	1/18, 2/15	2/14
2257	Sun	1/18, 2/15	2/14
2258	Sun	1/18, 2/15	2/14
2259	Sun	1/18, 2/15	2/14
2297	Sun	1/18, 2/15	2/14
2290	Sat	2/14	

NOTES:

BOSTON - NEW HAVEN - NEW YORK

	□ 2151 M-F A.M.	141 M-F A.M.	□ 2153 M-F A.M.	143 SaSu A.M.
Boston	S 5.10		R 6.10	
<i>Cove</i>	5.12		6.12	
Back Bay	R 5.15		R 6.15	
<i>Transfer</i>	5.21		6.21	
Route 128	R 5.24		R 6.24	
<i>Junction</i>	5.26		6.26	
<i>Mansfield</i>	5.31		6.31	
<i>Holden</i>	5.33		6.33	
<i>Hebronville</i>	5.36		6.36	
<i>Lawn</i>	5.39		6.39	
<i>Orms</i>	5.41		6.41	
Providence	S 5.45		S 6.45	
<i>Atwells</i>	5.46		6.46	
<i>Cranston</i>	5.49		6.49	
<i>Davisville</i>	5.55		6.55	
Kingston	6.00		7.00	
<i>High St.</i>	6.09		7.09	
Westerly				
Mystic				
<i>Mystic Movable.Br.</i>	6.18		7.18	
<i>Groton Movable Br.</i>	6.25		7.25	
New London	S 6.30		7.27	
<i>Shaw's Cove Movable Br.</i>	6.31		7.28	
<i>Nan Movable Br.</i>	6.40		7.34	
<i>Crescent</i>	6.41		7.37	
<i>Conn Movable Br.</i>	6.48		7.43	
<i>View</i>	6.49	From	7.44	From
Old Saybrook	6.49	SPG	7.44	SPG
<i>Guilford</i>	6.58		7.53	
<i>Branford</i>	7.03		8.00	
<i>Mill River Jct</i>	7.10	7.21	8.07	7.49
<i>CP 274 (MNRR)</i>	7.11	7.26	8.08	7.58
New Haven -Arr	H 7.13	S 7.28	S 8.10	S 8.00
New Haven - Dep	H 7.18	S 7.38	S 8.13	S 8.11
Bridgeport		S 7.58		S 8.31
Stamford	H 7.59	S 8.24		S 8.56
New Rochelle		S 8.47		S 9.15
<i>CP 216 (MNRR)</i>	8.18	8.52	9.10	9.20
<i>Manor</i>	8.19	8.55	9.12	9.21
<i>Pelham Bay</i>	8.24	9.00	9.17	9.26
<i>Gate</i>	8.35	9.11	9.29	9.41
<i>Harold (LIRR)</i>	8.37	9.12	9.31	9.43
<i>F</i>	8.39	9.14	9.32	9.44
<i>JO (PSE)</i>	8.44	9.18	9.38	9.49
New York (Penn Sta.)	S 8.45	LV 9.20	S 9.40	LV 9.50
	S 9.00	LV 9.36	S 10.00	LV 10.06
	A.M.	A.M.	A.M.	A.M.

BOSTON - NEW HAVEN - NEW YORK

	95 M-F A.M.	195 SaSu A.M.	□ 2155 M-F A.M.	147 Sat A.M.
Boston	R 6.15	S 6.40	S 7.15	
<i>Cove</i>	6.17	6.42	7.17	
Back Bay	R 6.20	R 6.45	R 7.20	
<i>Transfer</i>	6.27	6.52	7.26	
Route 128	R 6.30	R 6.55	R 7.29	
<i>Junction</i>	6.33	6.58	7.31	
<i>Mansfield</i>	6.39	7.04	7.36	
<i>Holden</i>	6.42	7.07	7.38	
<i>Hebronville</i>	6.45	7.10	7.41	
<i>Lawn</i>	6.48	7.13	7.44	
<i>Orms</i>	6.51	7.16	7.46	
Providence	S 6.55	S 7.20	S 7.50	
<i>Atwells</i>	6.57	7.22	7.51	
<i>Cranston</i>	7.00	7.25	7.54	
<i>Davisville</i>	7.08	7.33	8.00	
Kingston	S 7.16	S 7.41	8.05	
<i>High St.</i>	7.27	7.52	8.14	
Westerly	S 7.30	S 7.56		
Mystic	7.38	8.04		
<i>Mystic Movable.Br.</i>	7.39	8.05	8.23	
<i>Groton Movable Br.</i>	7.46	8.13	8.30	
New London	S 7.52	S 8.18	8.32	
<i>Shaw's Cove Movable Br.</i>	7.53	8.19	8.33	
<i>Nan Movable Br.</i>	7.59	8.27	8.39	
<i>Crescent</i>	8.02	8.30	8.42	
<i>Conn Movable Br.</i>	8.08	8.35	8.48	
<i>View</i>	8.09	8.36	8.50	From
Old Saybrook	S 8.12	S 8.40	8.51	SPG
<i>Guilford</i>	8.24	8.50	9.00	
<i>Branford</i>	8.31	8.57	9.07	
<i>Mill River Jct</i>	8.39	9.06	9.14	9.23
<i>CP 274 (MNRR)</i>	8.40	9.07	9.15	9.28
New Haven -Arr	S 8.43	S 9.09		S 9.30
New Haven - Dep	S 8.45	S 9.11	9.18	S 9.41
Bridgeport		S 9.31		S 10.01
Stamford	S 9.28	S 9.56	H 9.57	S 10.26
New Rochelle		S 10.15		S 10.45
<i>CP 216 (MNRR)</i>	9.48	10.20	10.17	10.50
<i>Manor</i>	9.50	10.21	10.18	10.51
<i>Pelham Bay</i>	9.55	10.26	10.25	10.55
<i>Gate</i>	10.08	10.39	10.36	11.07
<i>Harold (LIRR)</i>	10.09	10.43	10.38	11.09
<i>F</i>	10.13	10.45	10.39	11.11
<i>JO (PSE)</i>	10.19	10.49	10.43	11.19
New York (Penn Sta.)	LV 10.20	LV 10.50	S 10.45	LV 11.20
	LV 10.36	LV 11.06	S 11.00	LV 12.06
	A.M.	A.M.	A.M.	P.M.

BOSTON - NEW HAVEN - NEW YORK

	☐ 2251 Sat A.M.	171 M-F A.M.	145 Sun A.M.	99 SaSu A.M.
Boston	R 8.10	S 8.15		S 8.40
<i>Cove</i>	8.12	8.17		8.42
Back Bay	R 8.14	R 8.20		R 8.45
<i>Transfer</i>	8.21	8.27		8.52
Route 128	R 8.23	R 8.30		R 8.55
<i>Junction</i>	8.26	8.33		8.58
<i>Mansfield</i>	8.30	8.39		9.04
<i>Holden</i>	8.33	8.42		9.07
<i>Hebronville</i>	8.35	8.45		9.10
<i>Lawn</i>	8.38	8.48		9.13
<i>Orms</i>	8.41	8.51		9.16
Providence	S 8.45	S 8.55		S 9.20
<i>Atwells</i>	8.47	8.57		9.22
<i>Cranston</i>	8.50	9.00		9.25
<i>Davisville</i>	8.57	9.08		9.33
Kingston	9.01	S 9.16		S 9.41
<i>High St.</i>	9.11	9.27		9.52
Westerly		9.28		S 9.57
Mystic		9.36		S 10.07
<i>Mystic Movable.Br.</i>	9.20	9.37		10.09
<i>Groton Movable Br.</i>	9.28	9.44		10.17
New London	9.30	S 9.50		S 10.22
<i>Shaw's Cove Movable Br.</i>	9.32	9.51		10.24
<i>Nan Movable Br.</i>	9.39	9.58		10.32
<i>Crescent</i>	9.42	10.00		10.34
<i>Conn Movable Br.</i>	9.47	10.06		10.39
<i>View</i>	9.48	10.07	From	10.40
Old Saybrook	9.49	S 10.10	SPG	10.41
<i>Guilford</i>	9.58	10.23		10.51
<i>Branford</i>	10.04	10.30		10.57
<i>Mill River Jct</i>	10.12	10.38	10.22	11.04
<i>CP 274 (MNRR)</i>	10.12	10.39	10.28	11.05
New Haven -Arr	S 10.15	S 10.41	S 10.30	S 11.08
New Haven - Dep	S 10.18	S 10.43	S 10.41	S 11.11
Bridgeport			S 11.01	S 11.31
Stamford	S 10.57	S 11.26	S 11.26	S 11.56
New Rochelle			S 11.45	S 12.15
<i>CP 216 (MNRR)</i>	11.17	11.46	11.50	12.20
<i>Manor</i>	11.18	11.47	11.51	12.22
<i>Pelham Bay</i>	11.23	11.55	11.55	12.26
<i>Gate</i>	11.36	12.07	12.07	12.41
<i>Harold (LIRR)</i>	11.37	12.09	12.09	12.43
<i>F</i>	11.38	12.10	12.11	12.44
<i>JO (PSE)</i>	11.43	12.15	12.19	12.49
New York (Penn Sta.)	S 11.45	LV 12.16	LV 12.20	LV 12.50
	S 12.00	LV 12.36	LV 12.56	LV 1.06
	P.M.	P.M.	P.M.	P.M.

BOSTON - NEW HAVEN - NEW YORK

	☐ 2159 M-F A.M.	83 Fri A.M.	93 Mo-Th A.M.	161 SaSu A.M.
Boston	\$ 9.15	\$ 9.35	R 9.35	\$ 9.40
<i>Cove</i>	9.17	9.37	9.37	9.42
Back Bay	R 9.20	R 9.40	R 9.40	R 9.45
<i>Transfer</i>	9.26	9.47	9.47	9.52
Route 128	R 9.29	R 9.50	R 9.50	R 9.55
<i>Junction</i>	9.31	9.53	9.53	9.58
<i>Mansfield</i>	9.36	9.59	9.59	10.04
<i>Holden</i>	9.38	10.02	10.02	10.07
<i>Hebronville</i>	9.41	10.05	10.05	10.10
<i>Lawn</i>	9.44	10.08	10.08	10.13
<i>Orms</i>	9.46	10.11	10.11	10.16
Providence	\$ 9.50	\$ 10.15	\$ 10.15	\$ 10.20
<i>Atwells</i>	9.51	10.17	10.17	10.22
<i>Cranston</i>	9.54	10.20	10.20	10.25
<i>Davisville</i>	10.00	10.28	10.28	10.33
Kingston	10.05	\$ 10.36	\$ 10.36	\$ 10.41
<i>High St.</i>	10.14	10.47	10.47	10.53
Westerly		\$ 10.51	\$ 10.51	10.55
Mystic		\$ 11.02	\$ 11.02	11.02
<i>Mystic Movable.Br.</i>	10.23	11.04	11.04	11.03
<i>Groton Movable Br.</i>	10.30	11.11	11.11	11.11
New London	10.32	\$ 11.17	\$ 11.17	\$ 11.17
<i>Shaw's Cove Movable Br.</i>	10.33	11.18	11.18	11.18
<i>Nan Movable Br.</i>	10.39	11.25	11.25	11.25
<i>Crescent</i>	10.42	11.27	11.27	11.28
<i>Conn Movable Br.</i>	10.48	11.33	11.33	11.34
<i>View</i>	10.49	11.35	11.35	11.35
Old Saybrook	10.49	\$ 11.38	\$ 11.38	\$ 11.38
<i>Guilford</i>	10.58	11.50	11.50	11.50
<i>Branford</i>	11.04	11.57	11.57	11.57
<i>Mill River Jct</i>	11.11	12.05	12.05	12.05
<i>CP 274 (MNRR)</i>	11.13	12.06	12.06	12.06
New Haven -Arr	\$ 11.15	\$ 12.09	\$ 12.09	\$ 12.08
New Haven - Dep	\$ 11.18	\$ 12.11	\$ 12.11	\$ 12.11
Bridgeport		\$ 12.31	\$ 12.31	\$ 12.31
Stamford	\$ 11.57	\$ 12.56	\$ 12.56	\$ 12.56
New Rochelle		\$ 1.15	\$ 1.15	\$ 1.15
<i>CP 216 (MNRR)</i>	12.17	1.20	1.20	1.20
<i>Manor</i>	12.21	1.27	1.27	1.21
<i>Pelham Bay</i>	12.25	1.31	1.31	1.25
<i>Gate</i>	12.36	1.42	1.42	1.36
<i>Harold (LIRR)</i>	12.38	1.44	1.44	1.38
<i>F</i>	12.39	1.45	1.45	1.39
<i>JO (PSE)</i>	12.43	1.49	1.48	1.43
New York (Penn Sta.)	\$ 12.45	LV 1.50	LV 1.50	LV 1.44
	\$ 1.00	LV 2.06	LV 2.06	LV 2.06
	P.M.	P.M.	P.M.	P.M.

BOSTON - NEW HAVEN - NEW YORK

	173 M-F A.M.	□ 2253 SaSu A.M.	□ 2163 M-F A.M.	163 SaSu A.M.
Boston	S 11.05	S 11.10	S 11.15	R 11.40
<i>Cove</i>	11.07	11.12	11.17	11.42
Back Bay	R 11.10	R 11.14	R 11.20	R 11.45
<i>Transfer</i>	11.17	11.21	11.26	11.52
Route 128	R 11.20	R 11.23	R 11.29	R 11.55
<i>Junction</i>	11.23	11.26	11.31	11.58
<i>Mansfield</i>	11.29	11.30	11.36	12.04
<i>Holden</i>	11.32	11.33	11.38	12.07
<i>Hebronville</i>	11.35	11.35	11.41	12.10
<i>Lawn</i>	11.38	11.38	11.44	12.13
<i>Orms</i>	11.41	11.41	11.46	12.16
Providence	S 11.52	S 11.45	S 11.50	S 12.20
<i>Atwells</i>	11.54	11.47	11.51	12.22
<i>Cranston</i>	11.57	11.50	11.54	12.25
<i>Davisville</i>	12.05	11.57	12.00	12.33
Kingston	S 12.13	12.01	12.05	S 12.41
<i>High St.</i>	12.24	12.11	12.14	12.52
Westerly	12.25			S 12.57
Mystic	12.33			1.05
<i>Mystic Movable.Br.</i>	12.34	12.20	12.23	1.05
<i>Groton Movable Br.</i>	12.41	12.28	12.30	1.13
New London	S 12.47	12.30	12.32	S 1.18
<i>Shaw's Cove Movable Br.</i>	12.48	12.32	12.33	1.19
<i>Nan Movable Br.</i>	12.55	12.39	12.39	1.27
<i>Crescent</i>	12.57	12.42	12.42	1.30
<i>Conn Movable Br.</i>	1.03	12.47	12.48	1.35
<i>View</i>	1.05	12.48	12.49	1.36
Old Saybrook	S 1.08	12.49	12.49	S 1.40
<i>Guilford</i>	1.20	12.58	12.58	1.50
<i>Branford</i>	1.27	1.04	1.04	1.57
<i>Mill River Jct</i>	1.34	1.12	1.11	2.06
<i>CP 274 (MNRR)</i>	1.35	1.12	1.13	2.07
New Haven -Arr	S 1.38	S 1.15	S 1.15	S 2.09
New Haven - Dep	S 1.41	S 1.18	S 1.18	S 2.11
Bridgeport	S 2.01			S 2.31
Stamford	S 2.26	S 1.57	S 1.57	S 2.56
New Rochelle	S 2.45			S 3.15
<i>CP 216 (MNRR)</i>	2.50	2.17	2.17	3.20
<i>Manor</i>	2.51	2.18	2.21	3.21
<i>Pelham Bay</i>	2.55	2.24	2.25	3.26
<i>Gate</i>	3.06	2.36	2.36	3.41
<i>Harold (LIRR)</i>	3.07	2.38	2.38	3.43
<i>F</i>	3.11	2.39	2.39	3.45
<i>JO (PSE)</i>	3.15	2.44	2.43	3.49
New York (Penn Sta.)	LV 3.16	S 2.45	S 2.45	LV 3.50
	LV 3.36	S 3.00	S 3.00	LV 4.06
	P.M.	P.M.	P.M.	P.M.

BOSTON - NEW HAVEN - NEW YORK

	 449 Daily A.M.	 2165 M-F P.M.	 2255 Sun P.M.	 2167 M-F P.M.
Boston	R 11.55	R 12.15	R 1.10	S 1.15
<i>Cove</i>	<i>11.58</i>	<i>12.17</i>	<i>1.12</i>	<i>1.17</i>
Back Bay	R 12.00	R 12.20	R 1.14	R 1.20
<i>Transfer</i>		<i>12.26</i>	<i>1.21</i>	<i>1.26</i>
Route 128	To	R 12.29	R 1.23	R 1.29
<i>Junction</i>	<i>ALB</i>	<i>12.31</i>	<i>1.26</i>	<i>1.31</i>
<i>Mansfield</i>		<i>12.36</i>	<i>1.30</i>	<i>1.36</i>
<i>Holden</i>		<i>12.38</i>	<i>1.33</i>	<i>1.38</i>
<i>Hebronville</i>		<i>12.41</i>	<i>1.35</i>	<i>1.41</i>
<i>Lawn</i>		<i>12.44</i>	<i>1.38</i>	<i>1.44</i>
<i>Orms</i>		<i>12.46</i>	<i>1.41</i>	<i>1.46</i>
Providence		S 12.50	S 1.45	S 1.50
<i>Atwells</i>		<i>12.51</i>	<i>1.47</i>	<i>1.51</i>
<i>Cranston</i>		<i>12.54</i>	<i>1.50</i>	<i>1.54</i>
<i>Davisville</i>		<i>1.00</i>	<i>1.57</i>	<i>2.00</i>
Kingston		<i>1.05</i>	<i>2.01</i>	<i>2.05</i>
<i>High St.</i>		<i>1.14</i>	<i>2.11</i>	<i>2.14</i>
Westerly				
Mystic				
<i>Mystic Movable.Br.</i>		<i>1.23</i>	<i>2.20</i>	<i>2.23</i>
<i>Groton Movable Br.</i>		<i>1.30</i>	<i>2.28</i>	<i>2.30</i>
New London		<i>1.32</i>	<i>2.30</i>	<i>2.32</i>
<i>Shaw's Cove Movable Br.</i>		<i>1.33</i>	<i>2.32</i>	<i>2.33</i>
<i>Nan Movable Br.</i>		<i>1.39</i>	<i>2.38</i>	<i>2.39</i>
<i>Crescent</i>		<i>1.42</i>	<i>2.41</i>	<i>2.42</i>
<i>Conn Movable Br.</i>		<i>1.48</i>	<i>2.46</i>	<i>2.48</i>
<i>View</i>		<i>1.49</i>	<i>2.48</i>	<i>2.49</i>
Old Saybrook		<i>1.49</i>	<i>2.49</i>	<i>2.49</i>
<i>Guilford</i>		<i>1.58</i>	<i>2.58</i>	<i>2.58</i>
<i>Branford</i>		<i>2.05</i>	<i>3.04</i>	<i>3.05</i>
<i>Mill River Jct</i>		<i>2.12</i>	<i>3.12</i>	<i>3.12</i>
<i>CP 274 (MNRR)</i>		<i>2.13</i>	<i>3.12</i>	<i>3.13</i>
New Haven -Arr		S 2.15	S 3.15	S 3.15
New Haven - Dep		S 2.18	S 3.18	S 3.18
Bridgeport				
Stamford		S 2.57	S 3.57	S 3.57
New Rochelle				
<i>CP 216 (MNRR)</i>		<i>3.17</i>	<i>4.16</i>	<i>4.17</i>
<i>Manor</i>		<i>3.21</i>	<i>4.17</i>	<i>4.21</i>
<i>Pelham Bay</i>		<i>3.25</i>	<i>4.24</i>	<i>4.25</i>
<i>Gate</i>		<i>3.36</i>	<i>4.35</i>	<i>4.36</i>
<i>Harold (LIRR)</i>		<i>3.38</i>	<i>4.37</i>	<i>4.38</i>
<i>F</i>		<i>3.39</i>	<i>4.38</i>	<i>4.39</i>
<i>JO (PSE)</i>		<i>3.44</i>	<i>4.43</i>	<i>4.44</i>
New York (Penn Sta.)		S 3.45	S 4.44	S 4.45
		S 4.00	S 5.00	S 5.00
	P.M.	P.M.	P.M.	P.M.

BOSTON - NEW HAVEN - NEW YORK

	137 M-F P.M.	135 SaSu P.M.	57 SaSu P.M.	55 M-F P.M.
Boston	\$ 1.40	R 1.45		
<i>Cove</i>	1.42	1.47		
Back Bay	R 1.45	R 1.50		
<i>Transfer</i>	1.52	1.57		
Route 128	R 1.55	R 2.00		
<i>Junction</i>	1.58	2.03		
<i>Mansfield</i>	2.04	2.09		
<i>Holden</i>	2.07	2.12		
<i>Hebronville</i>	2.10	2.15		
<i>Lawn</i>	2.13	2.18		
<i>Orms</i>	2.16	2.21		
Providence	\$ 2.20	\$ 2.25		
<i>Atwells</i>	2.22	2.27		
<i>Cranston</i>	2.25	2.30		
<i>Davisville</i>	2.33	2.38		
Kingston	\$ 2.41	\$ 2.46		
<i>High St.</i>	2.52	2.57		
Westerly	\$ 2.55	2.59		
Mystic	3.03	3.06		
<i>Mystic Movable.Br.</i>	3.04	3.07		
<i>Groton Movable Br.</i>	3.11	3.15		
New London	\$ 3.17	\$ 3.21		
<i>Shaw's Cove Movable Br.</i>	3.18	3.22		
<i>Nan Movable Br.</i>	3.25	3.30		
<i>Crescent</i>	3.27	3.32		
<i>Conn Movable Br.</i>	3.33	3.38		
<i>View</i>	3.34	3.39	From	From
Old Saybrook	\$ 3.37	3.39	SAB	SAB
<i>Guilford</i>	3.50	3.49		
<i>Branford</i>	3.57	3.56		
<i>Mill River Jct</i>	4.05	4.04	4.20	4.20
<i>CP 274 (MNRR)</i>	4.06	4.05	4.28	4.28
New Haven -Arr	\$ 4.09	\$ 4.08	\$ 4.30	\$ 4.30
New Haven - Dep	\$ 4.11	\$ 4.11	\$ 4.41	\$ 4.41
Bridgeport	\$ 4.31	\$ 4.31	\$ 5.01	\$ 5.01
Stamford	\$ 4.56	\$ 4.56	\$ 5.28	\$ 5.28
New Rochelle	\$ 5.15	\$ 5.15		
<i>CP 216 (MNRR)</i>	5.20	5.20	5.52	5.52
<i>Manor</i>	5.28	5.21	5.53	6.18
<i>Pelham Bay</i>	5.33	5.25	5.57	6.22
<i>Gate</i>	5.47	5.36	6.08	6.33
<i>Harold (LIRR)</i>	5.49	5.38	6.11	6.35
<i>F</i>	5.52	5.39	6.15	6.36
<i>JO (PSE)</i>	5.57	5.44	6.24	6.40
New York (Penn Sta.)	LV 6.00	LV 5.45	LV 6.25	LV 6.41
	LV 6.21	LV 6.06	LV 6.56	LV 7.06
	P.M.	P.M.	P.M.	P.M.

BOSTON - NEW HAVEN - NEW YORK

	165 SaSu P.M.	□ 2257 Sun P.M.	□ 2171 M-F P.M.	175 M-F P.M.
Boston	R 3.00	R 3.10	S 3.15	S 3.25
<i>Cove</i>	3.02	3.12	3.17	3.27
Back Bay	R 3.05	R 3.14	R 3.20	R 3.30
<i>Transfer</i>	3.12	3.21	3.26	3.37
Route 128	R 3.15	R 3.23	R 3.29	R 3.40
<i>Junction</i>	3.18	3.26	3.31	3.43
<i>Mansfield</i>	3.24	3.30	3.36	3.49
<i>Holden</i>	3.27	3.33	3.38	3.52
<i>Hebronville</i>	3.30	3.35	3.41	3.55
<i>Lawn</i>	3.34	3.38	3.44	3.58
<i>Orms</i>	3.37	3.41	3.46	4.01
Providence	S 3.50	S 3.45	S 3.50	S 4.05
<i>Atwells</i>	3.52	3.47	3.51	4.07
<i>Cranston</i>	3.55	3.50	3.54	4.10
<i>Davisville</i>	4.02	3.57	4.00	4.18
Kingston	S 4.11	4.01	4.05	S 4.26
<i>High St.</i>	4.22	4.11	4.14	4.37
Westerly	S 4.26			4.38
Mystic	S 4.36			4.46
<i>Mystic Movable.Br.</i>	4.37	4.20	4.23	4.46
<i>Groton Movable Br.</i>	4.44	4.28	4.30	4.53
New London	S 4.50	4.30	4.32	S 4.59
<i>Shaw's Cove Movable Br.</i>	4.51	4.32	4.33	5.00
<i>Nan Movable Br.</i>	4.57	4.39	4.39	5.07
<i>Crescent</i>	4.59	4.42	4.42	5.09
<i>Conn Movable Br.</i>	5.05	4.47	4.48	5.15
<i>View</i>	5.06	4.48	4.49	5.16
Old Saybrook	S 5.09	4.49	4.49	S 5.18
<i>Guilford</i>	5.20	4.58	4.58	5.29
<i>Branford</i>	5.27	5.04	5.05	5.36
<i>Mill River Jct</i>	5.35	5.12	5.12	5.44
<i>CP 274 (MNRR)</i>	5.36	5.12	5.13	5.45
New Haven -Arr	S 5.39	S 5.15	S 5.15	S 5.47
New Haven - Dep	S 5.41	S 5.18	S 5.18	S 5.48
Bridgeport	S 6.01			
Stamford	S 6.26	S 5.57	S 5.57	S 6.30
New Rochelle	S 6.45			
<i>CP 216 (MNRR)</i>	6.50	6.17	6.17	6.51
<i>Manor</i>	6.51	6.18	6.23	7.19
<i>Pelham Bay</i>	6.55	6.24	6.27	7.23
<i>Gate</i>	7.06	6.35	6.37	7.34
<i>Harold (LIRR)</i>	7.07	6.37	6.38	7.36
<i>F</i>	7.11	6.38	6.39	7.38
<i>JO (PSE)</i>	7.17	6.44	6.44	7.44
New York (Penn Sta.)	LV 7.20	S 6.45	S 6.45	LV 7.45
	LV 7.56	S 7.00	S 7.00	LV 8.01
	P.M.	P.M.	P.M.	P.M.

BOSTON - NEW HAVEN - NEW YORK

	☐ 2259 Sun P.M.	☐ 2173 M-F P.M.	167 Sat P.M.	☐ 2297 Sun P.M.
Boston	\$ 4.10	\$ 4.30	\$ 4.40	\$ 5.10
Cove	4.12	4.32	4.42	5.12
Back Bay	R 4.14	R 4.35	R 4.45	R 5.15
Transfer	4.21	4.41	4.52	5.22
Route 128	R 4.23	R 4.44	R 4.55	R 5.24
Junction	4.26	4.46	4.58	5.27
Mansfield	4.30	4.51	5.04	5.31
Holden	4.33	4.53	5.07	5.34
Hebronville	4.35	4.56	5.10	5.36
Lawn	4.38	4.59	5.13	5.39
Orms	4.41	5.01	5.17	5.42
Providence	\$ 4.45	\$ 5.05	\$ 5.20	\$ 5.45
Atwells	4.47	5.06	5.22	5.47
Cranston	4.50	5.09	5.25	5.50
Davisville	4.57	5.15	5.33	5.58
Kingston	5.01	5.20	\$ 5.41	6.02
High St.	5.11	5.29	5.53	6.12
Westerly			\$ 5.56	
Mystic			6.04	
Mystic Movable.Br.	5.20	5.39	6.04	6.21
Groton Movable Br.	5.28	5.47	6.12	6.29
New London	5.30	5.49	\$ 6.18	6.31
Shaw's Cove Movable Br.	5.32	5.51	6.19	6.33
Nan Movable Br.	5.39	5.57	6.27	6.39
Crescent	5.42	6.00	6.30	6.42
Conn Movable Br.	5.47	6.06	6.35	6.47
View	5.48	6.08	6.36	6.49
Old Saybrook	5.49	6.08	\$ 6.40	6.50
Guilford	5.58	6.17	6.50	6.59
Branford	6.03	6.24	6.57	7.04
Mill River Jct	6.11	6.31	7.06	7.12
CP 274 (MNRR)	6.12	6.33	7.07	7.12
New Haven -Arr	\$ 6.15	\$ 6.35	\$ 7.09	\$ 7.15
New Haven - Dep	\$ 6.18	\$ 6.38	\$ 7.11	\$ 7.18
Bridgeport			\$ 7.31	
Stamford	\$ 6.57	\$ 7.17	\$ 7.56	\$ 7.57
New Rochelle			\$ 8.15	
CP 216 (MNRR)	7.17	7.37	8.20	8.17
Manor	7.21	7.38	8.21	8.18
Pelham Bay	7.25	7.42	8.25	8.22
Gate	7.36	7.53	8.36	8.35
Harold (LIRR)	7.38	7.56	8.38	8.37
F	7.39	7.59	8.39	8.38
JO (PSE)	7.44	8.04	8.43	8.44
New York (Penn Sta.)	\$ 7.45	\$ 8.05	LV 8.45	A 8.45
	\$ 8.00	\$ 8.15	LV 9.06	
	P.M.	P.M.	P.M.	P.M.

BOSTON - NEW HAVEN - NEW YORK

	☐ 2193 M-F P.M.	177 M-F P.M.	139 Sun P.M.	169 SaSu P.M.
Boston	\$ 5.20	R 5.35	R 5.40	\$ 6.40
<i>Cove</i>	5.22	5.37	5.42	6.42
Back Bay	R 5.25	R 5.40	R 5.45	R 6.45
<i>Transfer</i>	5.31	5.47	5.52	6.52
Route 128	R 5.34	R 5.50	R 5.55	R 6.55
<i>Junction</i>	5.36	5.53	5.58	6.58
<i>Mansfield</i>	5.41	5.59	6.04	7.04
<i>Holden</i>	5.43	6.02	6.07	7.07
<i>Hebronville</i>	5.46	6.05	6.10	7.10
<i>Lawn</i>	5.49	6.08	6.13	7.13
<i>Orms</i>	5.51	6.11	6.16	7.16
Providence	\$ 5.55	\$ 6.15	\$ 6.20	\$ 7.20
<i>Atwells</i>	5.56	6.17	6.22	7.22
<i>Cranston</i>	5.59	6.20	6.25	7.25
<i>Davisville</i>	6.05	6.28	6.33	7.33
Kingston	6.10	\$ 6.36	\$ 6.41	\$ 7.41
<i>High St.</i>	6.19	6.47	6.52	7.52
Westerly		\$ 6.51	\$ 6.56	7.54
Mystic		\$ 7.02	7.04	\$ 8.04
<i>Mystic Movable.Br.</i>	6.28	7.04	7.04	8.05
<i>Groton Movable Br.</i>	6.35	7.12	7.12	8.13
New London	6.37	\$ 7.17	\$ 7.18	\$ 8.19
<i>Shaw's Cove Movable Br.</i>	6.38	7.19	7.19	8.20
<i>Nan Movable Br.</i>	6.44	7.27	7.26	8.26
<i>Crescent</i>	6.47	7.30	7.28	8.29
<i>Conn Movable Br.</i>	6.53	7.35	7.33	8.35
<i>View</i>	6.54	7.36	7.34	8.36
Old Saybrook	6.54	\$ 7.38	\$ 7.38	\$ 8.39
<i>Guilford</i>	7.03	7.51	7.51	8.50
<i>Branford</i>	7.10	7.58	7.57	8.57
<i>Mill River Jct</i>	7.17	8.06	8.06	9.05
<i>CP 274 (MNRR)</i>	7.18	8.07	8.07	9.06
New Haven -Arr	\$ 7.20	\$ 8.09	\$ 8.09	\$ 9.08
New Haven - Dep	\$ 7.23	\$ 8.11	\$ 8.11	\$ 9.11
Bridgeport		\$ 8.31	\$ 8.31	\$ 9.31
Stamford	\$ 8.02	\$ 8.56	\$ 8.56	\$ 9.56
New Rochelle		\$ 9.15	\$ 9.15	\$ 10.15
<i>CP 216 (MNRR)</i>	8.22	9.20	9.20	10.20
<i>Manor</i>	8.26	9.27	9.21	10.21
<i>Pelham Bay</i>	8.33	9.31	9.25	10.25
<i>Gate</i>	8.46	9.42	9.36	10.37
<i>Harold (LIRR)</i>	8.49	9.44	9.38	10.39
<i>F</i>	8.50	9.45	9.39	10.40
<i>JO (PSE)</i>	8.57	9.49	9.44	10.45
New York (Penn Sta.)	A 8.59	LV 9.50 LV 10.06	LV 9.45 LV 10.06	LV 10.46 LV 11.06
	P.M.	P.M.	P.M.	P.M.

BOSTON - NEW HAVEN - NEW YORK

	179 M-F P.M.	67 Daily P.M.		
Boston	\$ 6.45	\$ 9.45		
<i>Cove</i>	6.47	9.47		
Back Bay	R 6.50	R 9.50		
<i>Transfer</i>	6.57	9.56		
Route 128	R 7.00	R 10.00		
<i>Junction</i>	7.03	10.02		
<i>Mansfield</i>	7.09	10.08		
<i>Holden</i>	7.12	10.11		
<i>Hebronville</i>	7.15	10.14		
<i>Lawn</i>	7.18	10.19		
<i>Orms</i>	7.21	10.21		
Providence	\$ 7.25	\$ 10.25		
<i>Atwells</i>	7.27	10.27		
<i>Cranston</i>	7.30	10.30		
<i>Davisville</i>	7.38	10.38		
Kingston	\$ 7.46	\$ 10.47		
<i>High St.</i>	7.58	10.58		
Westerly	8.00	\$ 11.02		
Mystic	8.07	\$ 11.12		
<i>Mystic Movable.Br.</i>	8.08	11.13		
<i>Groton Movable Br.</i>	8.15	11.21		
New London	\$ 8.21	\$ 11.27		
<i>Shaw's Cove Movable Br.</i>	8.23	11.28		
<i>Nan Movable Br.</i>	8.30	11.36		
<i>Crescent</i>	8.33	11.39		
<i>Conn Movable Br.</i>	8.39	11.45		
<i>View</i>	8.40	11.46		
Old Saybrook	8.42	\$ 11.50		
<i>Guilford</i>	8.52	12.00		
<i>Branford</i>	8.59	12.07		
<i>Mill River Jct</i>	9.07	12.15		
<i>CP 274 (MNRR)</i>	9.08	12.18		
New Haven -Arr	\$ 9.12	\$ 12.20		
New Haven - Dep	\$ 9.15	\$ 12.45		
Bridgeport				
Stamford	\$ 9.57	\$ 1.31		
New Rochelle				
<i>CP 216 (MNRR)</i>	10.18	1.52		
<i>Manor</i>	10.20	1.53		
<i>Pelham Bay</i>	10.26	1.57		
<i>Gate</i>	10.37	2.08		
<i>Harold (LIRR)</i>	10.38	2.09		
<i>F</i>	10.39	2.15		
<i>JO (PSE)</i>	10.43	2.19		
New York (Penn Sta.)	A 10.45	LV 2.20		
		LV 3.01		
	P.M.	A.M.		

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NEW YORK - NEW HAVEN - BOSTON

	 66 Daily A.M.	 2190 M-F A.M.	190 M-F A.M.	150 SaSu A.M.
New York (Penn Sta.)	LV 1.50 LV 3.11	S S 6.20	LV 6.40 LV 6.56	LV 6.40 LV 7.01
<i>JO (PSE)</i>	3.12	6.21	6.57	7.02
<i>F</i>	3.17	6.24	7.03	7.07
<i>Harold (LIRR)</i>	3.18	6.26	7.04	7.08
<i>Gate</i>	3.20	6.28	7.06	7.10
<i>Pelham Bay</i>	3.30	6.39	7.17	7.21
<i>Manor</i>	3.34	6.44	7.21	7.26
<i>CP 216 (MNRR)</i>	3.35	6.46	7.23	7.27
New Rochelle				
Stamford	S 3.59	S 7.04	S 7.43	S 7.47
Bridgeport				
New Haven - Arr	S 4.49	S 7.52	S 8.29	S 8.31
New Haven - Dep	S 4.55	S 7.54	S 8.31	S 8.33
<i>CP 274 (MNRR)</i>	4.56	7.55	8.32	8.34
<i>Mill River Jct</i>	4.57	7.56	8.33	8.35
<i>Branford</i>	5.04	8.02	8.40	8.42
<i>Guilford</i>	5.10	8.07	8.46	8.49
Old Saybrook	S 5.24	8.17	S 9.00	S 9.03
<i>View</i>	5.25	8.18	9.02	9.04
<i>Conn Movable Br.</i>	5.26	8.20	9.03	9.05
<i>Crescent</i>	5.32	8.26	9.09	9.11
<i>Nan Movable Br.</i>	5.33	8.27	9.10	9.13
<i>Shaw's Cove Movable Br.</i>	5.40	8.33	9.19	9.21
New London	S 5.42	L 8.37	S 9.22	S 9.24
<i>Groton Movable Br.</i>	5.45	8.40	9.25	9.26
<i>Mystic Movable.Br.</i>	5.52	8.46	9.32	9.35
Mystic	S 5.54		S 9.34	S 9.38
Westerly	S 6.06		S 9.45	S 9.49
<i>High St.</i>	6.08	8.56	9.48	9.51
Kingston	S 6.22	9.05	S 10.02	S 10.05
<i>Davisville</i>	6.28	9.09	10.08	10.12
<i>Cranston</i>	6.41	9.15	10.17	10.19
<i>Atwells</i>	6.44	9.18	10.20	10.22
Providence	S 7.04	L 9.22	S 10.24	S 10.28
<i>Orms</i>	7.05	9.23	10.26	10.29
<i>Lawn</i>	7.11	9.27	10.32	10.36
<i>Hebronville</i>	7.19	9.33	10.36	10.44
<i>Holden</i>	7.22	9.36	10.39	10.47
<i>Mansfield</i>	7.24	9.38	10.42	10.50
<i>Junction</i>	7.32	9.42	10.47	10.55
Route 128	D 7.38	D 9.46	D 10.51	D 10.59
<i>Transfer</i>	7.40	9.48	10.53	11.01
Back Bay	D 7.48	D 9.55	D 11.01	D 11.09
<i>Cove</i>	7.49	9.56	11.02	11.10
Boston	A 7.52	A 9.59	A 11.05	A 11.13
	A.M.	A.M.	A.M.	A.M.

NEW YORK - NEW HAVEN - BOSTON

	☐ 2150 M-F A.M.	☐ 2290 Sat A.M.	170 M-F A.M.	160 SaSu A.M.
New York (Penn Sta.)	S 7.42 S 8.03	S S 8.03	LV 8.13 LV 8.31	LV 8.45 LV 9.01
<i>JO (PSE)</i>	8.04	8.04	8.32	9.02
<i>F</i>	8.08	8.07	8.37	9.07
<i>Harold (LIRR)</i>	8.09	8.09	8.38	9.08
<i>Gate</i>	8.11	8.10	8.40	9.10
<i>Pelham Bay</i>	8.21	8.22	8.51	9.21
<i>Manor</i>	8.26	8.27	8.55	9.25
<i>CP 216 (MNRR)</i>	8.28	8.29	8.56	9.26
New Rochelle			S 8.57	S 9.27
Stamford	S 8.46	S 8.47	S 9.18	S 9.48
Bridgeport			S 9.42	S 10.12
New Haven - Arr	S 9.28	S 9.29	S 10.06	S 10.36
New Haven - Dep	S 9.30	S 9.31	S 10.08	S 10.38
<i>CP 274 (MNRR)</i>	9.31	9.32	10.09	10.39
<i>Mill River Jct</i>	9.32	9.33	10.10	10.40
<i>Branford</i>	9.38	9.39	10.17	10.47
<i>Guilford</i>	9.44	9.45	10.24	10.53
Old Saybrook	9.54	9.56	10.35	11.05
<i>View</i>	9.55	9.56	10.36	11.05
<i>Conn Movable Br.</i>	9.55	9.57	10.37	11.06
<i>Crescent</i>	10.01	10.02	10.43	11.12
<i>Nan Movable Br.</i>	10.02	10.04	10.44	11.14
<i>Shaw's Cove Movable Br.</i>	10.09	10.10	10.53	11.21
New London	10.11	10.12	S 10.56	S 11.23
<i>Groton Movable Br.</i>	10.13	10.14	10.59	11.25
<i>Mystic Movable.Br.</i>	10.20	10.20	11.06	11.33
Mystic			11.08	11.34
Westerly			11.15	11.41
<i>High St.</i>	10.30	10.29	11.15	11.42
Kingston	10.40	10.39	S 11.28	S 11.55
<i>Davisville</i>	10.44	10.43	11.35	12.02
<i>Cranston</i>	10.50	10.51	11.44	12.09
<i>Atwells</i>	10.53	10.53	11.47	12.12
Providence	L 10.57	L 10.58	S 11.50	S 12.17
<i>Orms</i>	10.58	10.59	11.52	12.19
<i>Lawn</i>	11.03	11.05	11.57	12.23
<i>Hebronville</i>	11.11	11.13	12.04	12.31
<i>Holden</i>	11.14	11.16	12.07	12.34
<i>Mansfield</i>	11.16	11.18	12.09	12.36
<i>Junction</i>	11.20	11.22	12.15	12.41
Route 128	D 11.24	D 11.26	D 12.19	D 12.46
<i>Transfer</i>	11.26	11.28	12.21	12.48
Back Bay	D 11.33	D 11.35	D 12.28	D 12.55
<i>Cove</i>	11.34	11.36	12.29	12.56
Boston	A 11.37	A 11.39	A 12.33	A 12.59
	A.M.	A.M.	P.M.	P.M.

NEW YORK - NEW HAVEN - BOSTON

	162 SaSu A.M.	□ 2154 M-F A.M.	172 M-F A.M.	54 SaSu A.M.
New York (Penn Sta.)	LV 9.41 LV 10.01	S 9.47 S 10.03	LV 10.44 LV 11.01	LV 10.43 LV 11.31
<i>JO (PSE)</i>	10.02	10.04	11.02	11.32
<i>F</i>	10.07	10.09	11.07	11.37
<i>Harold (LIRR)</i>	10.08	10.10	11.08	11.39
<i>Gate</i>	10.10	10.11	11.10	11.41
<i>Pelham Bay</i>	10.21	10.22	11.21	11.52
<i>Manor</i>	10.25	10.27	11.24	11.58
<i>CP 216 (MNRR)</i>	10.26	10.29	11.26	11.59
New Rochelle	S 10.27		S 11.28	
Stamford	S 10.48	S 10.46	S 11.48	S 12.18
Bridgeport	S 11.12		S 12.12	S 12.42
New Haven - Arr	S 11.36	S 11.29	S 12.36	S 1.06
New Haven - Dep	S 11.38	S 11.30	S 12.38	S 1.20
<i>CP 274 (MNRR)</i>	11.39	11.31	12.39	1.21
<i>Mill River Jct</i>	11.40	11.32	12.40	1.23
<i>Branford</i>	11.47	11.38	12.47	
<i>Guilford</i>	11.54	11.44	12.54	
Old Saybrook	S 12.08	11.54	S 1.08	To
<i>View</i>	12.10	11.55	1.10	SAB
<i>Conn Movable Br.</i>	12.11	11.55	1.11	
<i>Crescent</i>	12.17	12.01	1.17	
<i>Nan Movable Br.</i>	12.18	12.02	1.18	
<i>Shaw's Cove Movable Br.</i>	12.26	12.09	1.27	
New London	S 12.30	12.11	S 1.30	
<i>Groton Movable Br.</i>	12.33	12.13	1.33	
<i>Mystic Movable.Br.</i>	12.40	12.20	1.40	
Mystic	S 12.44		S 1.43	
Westerly	S 12.54		S 1.54	
<i>High St.</i>	12.57	12.30	1.56	
Kingston	S 1.11	12.40	S 2.09	
<i>Davisville</i>	1.19	12.44	2.16	
<i>Cranston</i>	1.26	12.50	2.24	
<i>Atwells</i>	1.29	12.53	2.27	
Providence	S 1.34	L 12.57	S 2.31	
<i>Orms</i>	1.36	12.58	2.32	
<i>Lawn</i>	1.43	1.04	2.38	
<i>Hebronville</i>	1.51	1.11	2.46	
<i>Holden</i>	1.54	1.14	2.49	
<i>Mansfield</i>	1.57	1.16	2.52	
<i>Junction</i>	2.02	1.20	2.57	
Route 128	D 2.06	D 1.24	D 3.02	
<i>Transfer</i>	2.08	1.26	3.04	
Back Bay	D 2.16	D 1.33	D 3.11	
<i>Cove</i>	2.17	1.34	3.12	
Boston	A 2.20	A 1.37	A 3.15	
	P.M.	P.M.	P.M.	P.M.

NEW YORK - NEW HAVEN - BOSTON

	56 M-F A.M.	□ 2158 M-F A.M.	□ 2250 SaSu A.M.	86 M-F A.M.
New York (Penn Sta.)	LV 11.20	S 11.46	S 11.52	LV 11.59
	LV 11.34	S 12.03	S 12.05	LV 12.31
<i>JO (PSE)</i>	11.35	12.04	12.06	12.32
<i>F</i>	11.40	12.08	12.09	12.38
<i>Harold (LIRR)</i>	11.41	12.10	12.11	12.39
<i>Gate</i>	11.43	12.12	12.12	12.41
<i>Pelham Bay</i>	11.54	12.23	12.23	12.51
<i>Manor</i>	11.58	12.27	12.27	12.55
<i>CP 216 (MNRR)</i>	11.59	12.29	12.29	12.56
New Rochelle				
Stamford	S 12.18	S 12.46	S 12.47	S 1.16
Bridgeport	S 12.42			
New Haven - Arr	S 1.06	S 1.29	S 1.29	S 2.00
New Haven - Dep	S 1.22	S 1.30	S 1.31	S 2.04
<i>CP 274 (MNRR)</i>	1.23	1.31	1.33	2.05
<i>Mill River Jct</i>	1.25	1.32	1.36	2.06
<i>Branford</i>		1.38	1.42	2.14
<i>Guilford</i>		1.44	1.47	2.21
Old Saybrook	To	1.54	1.57	S 2.36
<i>View</i>	SAB	1.55	1.57	2.38
<i>Conn Movable Br.</i>		1.55	1.58	2.39
<i>Crescent</i>		2.01	2.03	2.45
<i>Nan Movable Br.</i>		2.02	2.05	2.46
<i>Shaw's Cove Movable Br.</i>		2.09	2.11	2.53
New London		2.11	2.13	S 2.56
<i>Groton Movable Br.</i>		2.13	2.15	2.59
<i>Mystic Movable.Br.</i>		2.20	2.21	3.06
Mystic				3.08
Westerly				3.15
<i>High St.</i>		2.30	2.30	3.15
Kingston		2.40	2.40	S 3.29
<i>Davisville</i>		2.44	2.44	3.36
<i>Cranston</i>		2.50	2.51	3.44
<i>Atwells</i>		2.53	2.53	3.47
Providence		L 2.57	L 2.59	S 3.58
<i>Orms</i>		2.58	3.00	3.59
<i>Lawn</i>		3.01	3.05	4.05
<i>Hebronville</i>		3.08	3.13	4.12
<i>Holden</i>		3.11	3.16	4.15
<i>Mansfield</i>		3.13	3.18	4.18
<i>Junction</i>		3.17	3.22	4.23
Route 128		D 3.21	D 3.26	D 4.27
<i>Transfer</i>		3.22	3.28	4.29
Back Bay		D 3.30	D 3.35	D 4.37
<i>Cove</i>		3.31	3.36	4.38
Boston		A 3.34	A 3.39	A 4.41
	P.M.	P.M.	P.M.	P.M.

NEW YORK - NEW HAVEN - BOSTON

	164 SaSu P.M.	□ 2160 M-F P.M.	82 Sat P.M.	174 M-F P.M.
New York (Penn Sta.)	LV 12.46	S 12.46	LV 1.45	LV 1.44
	LV 1.01	S 1.03	LV 2.01	LV 2.01
<i>JO (PSE)</i>	1.02	1.04	2.02	2.02
<i>F</i>	1.07	1.07	2.07	2.07
<i>Harold (LIRR)</i>	1.08	1.08	2.08	2.08
<i>Gate</i>	1.10	1.10	2.10	2.10
<i>Pelham Bay</i>	1.21	1.23	2.21	2.21
<i>Manor</i>	1.25	1.27	2.25	2.25
<i>CP 216 (MNRR)</i>	1.26	1.29	2.26	2.26
New Rochelle	S 1.27		S 2.27	S 2.27
Stamford	S 1.48	S 1.46	S 2.48	S 2.48
Bridgeport	S 2.12		S 3.12	S 3.12
New Haven - Arr	S 2.36	S 2.28	S 3.36	S 3.36
New Haven - Dep	S 2.38	S 2.30	S 3.38	S 3.38
<i>CP 274 (MNRR)</i>	2.39	2.31	3.39	3.39
<i>Mill River Jct</i>	2.40	2.32	3.40	3.40
<i>Branford</i>	2.47	2.38	3.47	3.47
<i>Guilford</i>	2.54	2.44	3.54	3.53
Old Saybrook	S 3.08	2.54	4.05	S 4.07
<i>View</i>	3.10	2.55	4.05	4.09
<i>Conn Movable Br.</i>	3.11	2.55	4.06	4.10
<i>Crescent</i>	3.17	3.01	4.12	4.16
<i>Nan Movable Br.</i>	3.18	3.02	4.14	4.17
<i>Shaw's Cove Movable Br.</i>	3.26	3.08	4.22	4.25
New London	S 3.29	3.10	S 4.26	S 4.29
<i>Groton Movable Br.</i>	3.32	3.12	4.28	4.32
<i>Mystic Movable.Br.</i>	3.39	3.18	4.36	4.39
Mystic	S 3.43		4.37	4.41
Westerly	S 3.53		4.44	S 4.51
<i>High St.</i>	3.56	3.28	4.45	4.54
Kingston	S 4.10	3.38	S 4.59	S 5.08
<i>Davisville</i>	4.17	3.43	5.05	5.16
<i>Cranston</i>	4.24	3.49	5.13	5.23
<i>Atwells</i>	4.27	3.52	5.17	5.26
Providence	S 4.31	L 3.56	S 5.22	S 5.30
<i>Orms</i>	4.33	3.57	5.23	5.31
<i>Lawn</i>	4.39	4.01	5.26	5.37
<i>Hebronville</i>	4.47	4.08	5.34	5.44
<i>Holden</i>	4.50	4.11	5.41	5.47
<i>Mansfield</i>	4.53	4.13	5.44	5.49
<i>Junction</i>	4.58	4.17	5.49	5.55
Route 128	D 5.02	D 4.21	D 5.53	D 5.59
<i>Transfer</i>	5.04	4.23	5.55	6.01
Back Bay	D 5.12	D 4.30	D 6.03	D 6.08
<i>Cove</i>	5.13	4.31	6.04	6.09
Boston	A 5.16	A 4.34	A 6.07	A 6.13
	P.M.	P.M.	P.M.	P.M.

NEW YORK - NEW HAVEN - BOSTON

	☐ 2252 Sun P.M.	88 SaSu P.M.	☐ 2164 M-F P.M.	176 M-F P.M.
New York (Penn Sta.)	S 1.52	LV 2.45	S 2.45	LV 3.18
	S 2.05	LV 3.01	S 3.03	LV 3.31
<i>JO (PSE)</i>	2.06	3.02	3.04	3.32
<i>F</i>	2.10	3.07	3.08	3.37
<i>Harold (LIRR)</i>	2.11	3.08	3.09	3.39
<i>Gate</i>	2.12	3.10	3.11	3.41
<i>Pelham Bay</i>	2.23	3.21	3.22	3.51
<i>Manor</i>	2.27	3.25	3.26	3.55
<i>CP 216 (MNRR)</i>	2.28	3.26	3.29	3.56
New Rochelle		S 3.27		S 3.57
Stamford	S 2.46	S 3.48		S 4.18
Bridgeport		S 4.12		S 4.42
New Haven - Arr	S 3.29	S 4.36		S 5.06
New Haven - Dep	S 3.31	S 4.38	4.27	S 5.08
<i>CP 274 (MNRR)</i>	3.32	4.39	4.28	5.09
<i>Mill River Jct</i>	3.33	4.40	4.29	5.10
<i>Branford</i>	3.39	4.48	4.35	5.17
<i>Guilford</i>	3.45	4.54	4.40	5.24
Old Saybrook	3.56	S 5.08	4.51	S 5.52
<i>View</i>	3.56	5.10	4.51	5.54
<i>Conn Movable Br.</i>	3.57	5.11	4.52	5.55
<i>Crescent</i>	4.02	5.17	4.57	6.01
<i>Nan Movable Br.</i>	4.04	5.18	4.59	6.02
<i>Shaw's Cove Movable Br.</i>	4.10	5.25	5.06	6.09
New London	4.12	S 5.28	5.08	S 6.13
<i>Groton Movable Br.</i>	4.14	5.32	5.10	6.16
<i>Mystic Movable.Br.</i>	4.20	5.39	5.17	6.23
Mystic		5.41		6.25
Westerly		5.48		S 6.34
<i>High St.</i>	4.29	5.48	5.26	6.36
Kingston	4.39	S 6.01	5.36	S 6.50
<i>Davisville</i>	4.43	6.08	5.40	6.57
<i>Cranston</i>	4.50	6.16	5.47	7.04
<i>Atwells</i>	4.53	6.19	5.50	7.07
Providence	L 4.58	S 6.24	L 5.54	S 7.11
<i>Orms</i>	4.59	6.25	5.55	7.12
<i>Lawn</i>	5.04	6.32	6.00	7.18
<i>Hebronville</i>	5.11	6.40	6.07	7.25
<i>Holden</i>	5.14	6.43	6.10	7.28
<i>Mansfield</i>	5.16	6.46	6.12	7.31
<i>Junction</i>	5.20	6.51	6.16	7.36
Route 128	D 5.25	D 6.55	D 6.20	D 7.40
<i>Transfer</i>	5.26	6.57	6.22	7.42
Back Bay	D 5.34	D 7.05	D 6.29	D 7.50
<i>Cove</i>	5.35	7.06	6.30	7.51
Boston	A 5.38	A 7.09	A 6.33	A 7.54
	P.M.	P.M.	P.M.	P.M.

NEW YORK - NEW HAVEN - BOSTON

	□ 2166 M-F P.M.	2254	140	□ 2168 M-F P.M.
New York (Penn Sta.)	S 3.45	S 3.52	LV 3.45	S 4.45
	S 4.00	S 4.05	LV 4.31	S 5.00
JO (PSE)	4.01	4.06	4.32	5.01
F	4.04	4.09	4.37	5.04
Harold (LIRR)	4.06	4.11	4.38	5.07
Gate	4.07	4.12	4.40	5.08
Pelham Bay	4.18	4.23	4.51	5.19
Manor	4.22	4.27	4.55	5.24
CP 216 (MNRR)	4.26	4.29	4.56	5.29
New Rochelle			S 4.57	
Stamford		S 4.46	S 5.18	S 5.46
Bridgeport			S 5.42	
New Haven - Arr	S 5.24	S 5.29	S 6.06	S 6.28
New Haven - Dep	S 5.25	S 5.31	S 6.21	S 6.30
CP 274 (MNRR)	5.26	5.32	6.23	6.31
Mill River Jct	5.27	5.33	6.27	6.32
Branford	5.33	5.39		6.39
Guilford	5.39	5.45		6.45
Old Saybrook	5.50	5.55	To	6.55
View	5.51	5.56	SPG	6.56
Conn Movable Br.	5.53	5.56		6.56
Crescent	5.58	6.02		7.02
Nan Movable Br.	6.00	6.03		7.04
Shaw's Cove Movable Br.	6.06	6.09		7.11
New London	6.08	6.11		7.13
Groton Movable Br.	6.10	6.13		7.15
Mystic Movable.Br.	6.16	6.19		7.22
Mystic				
Westerly				
High St.	6.24	6.29		7.32
Kingston	6.34	6.39		7.42
Davisville	6.39	6.43		7.47
Cranston	6.45	6.49		7.53
Atwells	6.48	6.52		7.56
Providence	L 6.52	L 6.58		L 8.00
Orms	6.53	6.59		8.01
Lawn	6.58	7.04		8.06
Hebronville	7.06	7.11		8.14
Holden	7.09	7.14		8.17
Mansfield	7.11	7.16		8.19
Junction	7.15	7.20		8.23
Route 128	D 7.19	D 7.24		D 8.27
Transfer	7.21	7.26		8.29
Back Bay	D 7.28	D 7.34		D 8.36
Cove	7.29	7.35		8.37
Boston	A 7.32	A 7.38		A 8.40
	P.M.	P.M.	P.M.	P.M.

NEW YORK - NEW HAVEN - BOSTON

	194 SaSu P.M.	 448 Daily P.M.	94 M-F P.M.	 2170 M-F P.M.
New York (Penn Sta.)	LV 4.46		S* 5.20	S 5.45
	LV 5.01		S* 5.43	S 6.00
<i>JO (PSE)</i>	5.02		5.44	6.01
<i>F</i>	5.07		5.49	6.05
<i>Harold (LIRR)</i>	5.09		5.51	6.07
<i>Gate</i>	5.11		5.53	6.08
<i>Pelham Bay</i>	5.22		6.03	6.19
<i>Manor</i>	5.28		6.07	6.25
<i>CP 216 (MNRR)</i>	5.29		6.09	6.27
New Rochelle				
Stamford	S 5.48		S 6.29	S 6.44
Bridgeport				
New Haven - Arr	S 6.33		S 7.14	
New Haven - Dep	S 6.35		S 7.20	7.26
<i>CP 274 (MNRR)</i>	6.36		7.21	7.28
<i>Mill River Jct</i>	6.37		7.22	7.29
<i>Branford</i>	6.44		7.29	7.35
<i>Guilford</i>	6.50		7.36	7.40
Old Saybrook	S 7.04		S 7.53	7.51
<i>View</i>	7.06		7.55	7.51
<i>Conn Movable Br.</i>	7.07		7.56	7.52
<i>Crescent</i>	7.13		8.02	7.57
<i>Nan Movable Br.</i>	7.14		8.03	7.59
<i>Shaw's Cove Movable Br.</i>	7.22		8.11	8.06
New London	S 7.25		S 8.15	8.08
<i>Groton Movable Br.</i>	7.28		8.18	8.11
<i>Mystic Movable.Br.</i>	7.35		8.25	8.17
Mystic	7.36		8.27	
Westerly	S 7.45		8.34	
<i>High St.</i>	7.47		8.34	8.26
Kingston	S 8.01		S 8.47	8.36
<i>Davisville</i>	8.08		8.54	8.40
<i>Cranston</i>	8.16		9.02	8.47
<i>Atwells</i>	8.19		9.05	8.50
Providence	S 8.22		S 9.10	L 8.54
<i>Orms</i>	8.24		9.11	8.55
<i>Lawn</i>	8.30		9.18	9.01
<i>Hebronville</i>	8.38		9.26	9.09
<i>Holden</i>	8.41		9.29	9.12
<i>Mansfield</i>	8.43	From	9.32	9.14
<i>Junction</i>	8.49	ALB	9.37	9.18
Route 128	D 8.53		D 9.41	D 9.22
<i>Transfer</i>	8.55		9.43	9.23
Back Bay	D 9.02	D 9.05	D 9.51	D 9.31
<i>Cove</i>	9.03	9.06	9.52	9.32
Boston	A 9.07	A 9.10	A 9.55	A 9.35
	P.M.	P.M.	P.M.	P.M.

NEW YORK - NEW HAVEN - BOSTON

	☐ 2256 Sun P.M.	148 M-F P.M.	☐ 2172 M-F P.M.	168 Sat P.M.
New York (Penn Sta.)	\$ 5.52 \$ 6.05	LV 6.31 LV 6.44	\$ 6.45 \$ 7.00	LV 6.45 LV 7.01
<i>JO (PSE)</i>	6.06	6.45	7.01	7.02
<i>F</i>	6.09	6.50	7.05	7.07
<i>Harold (LIRR)</i>	6.11	6.51	7.06	7.08
<i>Gate</i>	6.13	6.53	7.07	7.10
<i>Pelham Bay</i>	6.23	7.04	7.18	7.21
<i>Manor</i>	6.28	7.08	7.22	7.25
<i>CP 216 (MNRR)</i>	6.29	7.09	7.27	7.26
New Rochelle		\$ 7.10		\$ 7.27
Stamford	\$ 6.46	\$ 7.30	\$ 7.44	\$ 7.48
Bridgeport		\$ 7.54		\$ 8.12
New Haven - Arr	\$ 7.29	\$ 8.19	\$ 8.27	\$ 8.36
New Haven - Dep	\$ 7.30	\$ 8.30	\$ 8.29	\$ 8.38
<i>CP 274 (MNRR)</i>	7.32	8.31	8.30	8.39
<i>Mill River Jct</i>	7.33	8.33	8.31	8.40
<i>Branford</i>	7.39		8.37	8.48
<i>Guilford</i>	7.45		8.43	8.54
Old Saybrook	7.55	To	8.53	\$ 9.11
<i>View</i>	7.55	SPG	8.55	9.13
<i>Conn Movable Br.</i>	7.56		8.55	9.14
<i>Crescent</i>	8.02		9.01	9.20
<i>Nan Movable Br.</i>	8.03		9.02	9.21
<i>Shaw's Cove Movable Br.</i>	8.09		9.09	9.28
New London	8.11		L 9.13	\$ 9.31
<i>Groton Movable Br.</i>	8.13		9.16	9.33
<i>Mystic Movable.Br.</i>	8.19		9.23	9.41
Mystic				\$ 9.43
Westerly				\$ 9.54
<i>High St.</i>	8.29		9.33	9.56
Kingston	8.39		9.43	\$ 10.11
<i>Davisville</i>	8.43		9.47	10.17
<i>Cranston</i>	8.50		9.53	10.25
<i>Atwells</i>	8.53		9.56	10.28
Providence	L 8.58		L 10.00	\$ 10.32
<i>Orms</i>	8.59		10.01	10.33
<i>Lawn</i>	9.03		10.07	10.39
<i>Hebronville</i>	9.10		10.15	10.46
<i>Holden</i>	9.13		10.18	10.49
<i>Mansfield</i>	9.16		10.20	10.52
<i>Junction</i>	9.20		10.24	10.57
Route 128	D 9.25		D 10.28	D 11.02
<i>Transfer</i>	9.27		10.30	11.04
Back Bay	D 9.34		D 10.37	D 11.13
<i>Cove</i>	9.35		10.38	11.14
Boston	A 9.38		A 10.41	A 11.17
	P.M.	P.M.	P.M.	P.M.

NEW YORK - NEW HAVEN - BOSTON

	☐ 2258 Sun P.M.	132 Sun P.M.	178 M-F P.M.	146 Sat P.M.
New York (Penn Sta.)	S 6.53	LV 6.45	LV 7.19	LV 7.46
	S 7.05	LV 7.31	LV 7.31	LV 8.01
<i>JO (PSE)</i>	7.06	7.32	7.32	8.02
<i>F</i>	7.09	7.37	7.39	8.07
<i>Harold (LIRR)</i>	7.11	7.38	7.42	8.08
<i>Gate</i>	7.13	7.40	7.55	8.10
<i>Pelham Bay</i>	7.23	7.51	8.07	8.21
<i>Manor</i>	7.27	7.55	8.12	8.25
<i>CP 216 (MNRR)</i>	7.29	7.56	8.14	8.26
New Rochelle		S 7.57	S 8.15	S 8.27
Stamford	S 7.46	S 8.18	S 8.35	S 8.48
Bridgeport		S 8.42	S 9.05	
New Haven - Arr	S 8.29	S 9.06	S 9.30	S 9.33
New Haven - Dep	S 8.31	S 9.08	S 9.32	S 9.50
<i>CP 274 (MNRR)</i>	8.32	9.09	9.33	9.51
<i>Mill River Jct</i>	8.33	9.10	9.34	9.53
<i>Branford</i>	8.39	9.21	9.41	
<i>Guilford</i>	8.45	9.27	9.47	
Old Saybrook	8.55	S 9.41	S 10.01	To
<i>View</i>	8.56	9.43	10.03	SPG
<i>Conn Movable Br.</i>	8.56	9.44	10.04	
<i>Crescent</i>	9.02	9.50	10.10	
<i>Nan Movable Br.</i>	9.04	9.51	10.11	
<i>Shaw's Cove Movable Br.</i>	9.10	9.59	10.19	
New London	9.12	S 10.02	S 10.23	
<i>Groton Movable Br.</i>	9.14	10.05	10.26	
<i>Mystic Movable.Br.</i>	9.20	10.12	10.33	
Mystic		S 10.15	S 10.37	
Westerly		S 10.25	S 10.47	
<i>High St.</i>	9.29	10.28	10.50	
Kingston	9.39	S 10.42	S 11.04	
<i>Davisville</i>	9.43	10.49	11.11	
<i>Cranston</i>	9.51	10.56	11.18	
<i>Atwells</i>	9.53	10.59	11.21	
Providence	L 9.58	S 11.02	S 11.27	
<i>Orms</i>	9.59	11.04	11.28	
<i>Lawn</i>	10.01	11.10	11.35	
<i>Hebronville</i>	10.07	11.18	11.43	
<i>Holden</i>	10.10	11.21	11.46	
<i>Mansfield</i>	10.13	11.24	11.49	
<i>Junction</i>	10.17	11.29	11.54	
Route 128	D 10.23	D 11.33	D 11.58	
<i>Transfer</i>	10.25	11.35	12.00	
Back Bay	D 10.34	D 11.43	D 12.08	
<i>Cove</i>	10.35	11.44	12.09	
Boston	A 10.38	A 11.47	A 12.12	
	P.M.	P.M.	A.M.	P.M.

NEW YORK - NEW HAVEN - BOSTON

	166 Sun P.M.	136 Fri P.M.		
New York (Penn Sta.)	LV 8.46 LV 9.01	LV 8.38 LV 9.08		
<i>JO (PSE)</i>	9.02	9.09		
<i>F</i>	9.07	9.14		
<i>Harold (LIRR)</i>	9.08	9.15		
<i>Gate</i>	9.10	9.17		
<i>Pelham Bay</i>	9.21	9.27		
<i>Manor</i>	9.25	9.32		
<i>CP 216 (MNRR)</i>	9.26	9.34		
New Rochelle	S 9.27	S 9.35		
Stamford	S 9.48	S 9.56		
Bridgeport		S 10.20		
New Haven - Arr	S 10.33	S 10.44		
New Haven - Dep	S 10.35	S 11.00		
<i>CP 274 (MNRR)</i>	10.36	11.01		
<i>Mill River Jct</i>	10.37	11.03		
<i>Branford</i>	10.44			
<i>Guilford</i>	10.50			
Old Saybrook	S 11.04	To		
<i>View</i>	11.06	SPG		
<i>Conn Movable Br.</i>	11.07			
<i>Crescent</i>	11.13			
<i>Nan Movable Br.</i>	11.14			
<i>Shaw's Cove Movable Br.</i>	11.22			
New London	S 11.25			
<i>Groton Movable Br.</i>	11.28			
<i>Mystic Movable.Br.</i>	11.35			
Mystic	11.36			
Westerly	11.43			
<i>High St.</i>	11.43			
Kingston	S 11.57			
<i>Davisville</i>	12.04			
<i>Cranston</i>	12.12			
<i>Atwells</i>	12.15			
Providence	S 12.18			
<i>Orms</i>	12.20			
<i>Lawn</i>	12.23			
<i>Hebronville</i>	12.29			
<i>Holden</i>	12.32			
<i>Mansfield</i>	12.34			
<i>Junction</i>	12.40			
Route 128	D 12.44			
<i>Transfer</i>	12.46			
Back Bay	D 12.53			
<i>Cove</i>	12.54			
Boston	A 12.58			
	A.M.	P.M.		

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SPRINGFIELD - NEW HAVEN

	141 M-F A.M.	143 SaSu A.M.	495 M-F A.M.	405 SaSu A.M.
Springfield	S 6.00	S 6.30	S 7.10	S 7.30
<i>Spring</i>	6.01	6.31	7.11	7.31
<i>Field</i>	6.11	6.41	7.20	7.40
Windsor Locks	S 6.20	S 6.50	S 7.28	S 7.48
<i>Hayden</i>	6.21	6.51	7.29	7.49
Windsor	S 6.25	S 6.56	S 7.33	S 7.53
<i>Fry</i>	6.30	7.01	7.37	7.57
<i>Hart</i>	6.31	7.03	7.39	7.59
Hartford	S 6.37	S 7.08	S 7.45	S 8.05
<i>Wood</i>	6.44	7.14	7.51	8.09
<i>New</i>	6.46	7.16	7.53	8.11
Berlin	S 6.51	L 7.21	S 7.58	S 8.16
<i>Quarry</i>	6.57	7.27	8.04	8.22
Meriden	S 7.01	L 7.31	S 8.08	S 8.26
<i>Holt</i>	7.04	7.34	8.11	8.29
Wallingford	S 7.09	L 7.39	S 8.15	S 8.33
<i>Cedar</i>	7.15	7.45	8.21	8.38
<i>Mill River Jct</i>	7.21	7.49	8.28	8.47
<i>CP 274 (MNRR)</i>	7.26	7.58	8.33	8.53
New Haven	S 7.28	S 8.00	A 8.35	A 8.55
	S 7.38	S 8.11		
	A.M.	A.M.	A.M.	A.M.

	147 Sat A.M.	145 Sun A.M.	401 SaSu A.M.	493 M-F A.M.
Springfield	S 8.00	S 9.05	S 10.40	S 10.40
<i>Spring</i>	8.01	9.06	10.41	10.41
<i>Field</i>	8.13	9.18	10.49	10.52
Windsor Locks	8.22	9.26	S 10.58	S 11.01
<i>Hayden</i>	8.23	9.27	10.59	11.03
Windsor	8.27	9.31	S 11.03	S 11.07
<i>Fry</i>	8.31	9.34	11.07	11.11
<i>Hart</i>	8.33	9.36	11.08	11.13
Hartford	S 8.37	S 9.40	S 11.14	S 11.18
<i>Wood</i>	8.43	9.46	11.19	11.23
<i>New</i>	8.45	9.48	11.21	11.25
Berlin	S 8.50	S 9.53	S 11.25	S 11.30
<i>Quarry</i>	8.57	9.58	11.30	11.34
Meriden	S 9.01	S 10.02	S 11.34	S 11.38
<i>Holt</i>	9.04	10.05	11.38	11.41
Wallingford	S 9.09	S 10.10	S 11.42	S 11.45
<i>Cedar</i>	9.15	10.16	11.47	11.50
<i>Mill River Jct</i>	9.23	10.22	11.53	11.56
<i>CP 274 (MNRR)</i>	9.28	10.28	11.58	12.01
New Haven	S 9.30	S 10.30	A 12.00	A 12.03
	S 9.41	S 10.41		
	A.M.	A.M.	P.M.	P.M.

SPRINGFIELD - NEW HAVEN

	463 SaSu P.M.	57 SaSu P.M.	55 M-F P.M.	475 M-F P.M.
Springfield	S 12.40	S 2.40 S 2.50	S 2.40 S 2.50	S 4.05
<i>Spring</i>	12.41	2.53	2.53	4.06
<i>Field</i>	12.50	3.03	3.03	4.15
Windsor Locks	S 12.58	S 3.12	S 3.12	S 4.23
<i>Hayden</i>	12.59	3.13	3.14	4.24
Windsor	S 1.03	3.17	3.18	S 4.28
<i>Fry</i>	1.07	3.20	3.25	4.33
<i>Hart</i>	1.10	3.22	3.27	4.34
Hartford	S 1.16	S 3.26	S 3.32	S 4.42
<i>Wood</i>	1.21	3.32	3.38	4.47
<i>New</i>	1.23	3.35	3.40	4.49
Berlin	S 1.28	S 3.40	S 3.45	S 4.54
<i>Quarry</i>	1.32	3.48	3.52	5.00
Meriden	S 1.36	S 3.53	S 3.56	S 5.04
<i>Holt</i>	1.44	3.58	4.00	5.07
Wallingford	1.47	S 4.03	S 4.05	S 5.11
<i>Cedar</i>	1.51	4.11	4.11	5.18
<i>Mill River Jct</i>	1.56	4.20	4.20	5.24
<i>CP 274 (MNRR)</i>	2.01	4.28	4.28	5.33
New Haven	A 2.05	S 4.30 S 4.41	S 4.30 S 4.41	A 5.35
	P.M.	P.M.	P.M.	P.M.

	465 Sun P.M.	467 Sat P.M.	479 M-F P.M.	497 Sun P.M.
Springfield	S 4.10	S 5.25	S 7.20	S 7.40
<i>Spring</i>	4.11	5.26	7.21	7.41
<i>Field</i>	4.20	5.35	7.30	7.50
Windsor Locks	S 4.29	S 5.44	S 7.38	S 7.58
<i>Hayden</i>	4.30	5.45	7.39	7.59
Windsor	S 4.35	S 5.50	S 7.43	S 8.04
<i>Fry</i>	4.39	5.56	7.48	8.08
<i>Hart</i>	4.41	5.58	7.49	8.09
Hartford	S 4.47	S 6.04	S 7.56	L 8.15
<i>Wood</i>	4.52	6.08	8.02	8.20
<i>New</i>	4.54	6.10	8.04	8.21
Berlin	S 4.59	S 6.14	S 8.09	L 8.26
<i>Quarry</i>	5.03	6.20	8.14	8.30
Meriden	L 5.06	L 6.24	S 8.18	L 8.34
<i>Holt</i>	5.09	6.27	8.23	8.37
Wallingford	L 5.13	L 6.31	S 8.27	L 8.41
<i>Cedar</i>	5.18	6.37	8.32	8.46
<i>Mill River Jct</i>	5.23	6.46	8.39	8.50
<i>CP 274 (MNRR)</i>	5.28	6.55	8.44	8.58
New Haven	A 5.31	A 7.00	A 8.46	A 9.00
	P.M.	P.M.	P.M.	P.M.

NEW HAVEN - SPRINGFIELD

	450 SaSu A.M.	490 M-F A.M.	470 M-F A.M.	460 SaSu A.M.
New Haven	\$ 8.37	\$ 8.38	\$ 10.15	\$ 10.43
<i>CP 274 (MNRR)</i>	<i>8.38</i>	<i>8.39</i>	<i>10.16</i>	<i>10.44</i>
<i>Mill River Jct</i>	<i>8.40</i>	<i>8.41</i>	<i>10.18</i>	<i>10.46</i>
<i>Cedar</i>	<i>8.46</i>	<i>8.48</i>	<i>10.23</i>	<i>10.51</i>
Wallingford	\$ 8.51	\$ 8.53	\$ 10.28	\$ 10.56
<i>Holt</i>	<i>8.55</i>	<i>8.57</i>	<i>10.32</i>	<i>11.00</i>
Meriden	\$ 8.59	\$ 9.03	\$ 10.35	\$ 11.05
<i>Quarry</i>	<i>9.03</i>	<i>9.07</i>	<i>10.39</i>	<i>11.09</i>
Berlin	\$ 9.08	\$ 9.14	\$ 10.44	\$ 11.14
<i>New</i>	<i>9.12</i>	<i>9.18</i>	<i>10.48</i>	<i>11.19</i>
<i>Wood</i>	<i>9.14</i>	<i>9.20</i>	<i>10.51</i>	<i>11.21</i>
Hartford	\$ 9.20	\$ 9.27	\$ 10.57	\$ 11.27
<i>Hart</i>	<i>9.22</i>	<i>9.29</i>	<i>10.59</i>	<i>11.29</i>
<i>Fry</i>	<i>9.24</i>	<i>9.33</i>	<i>11.01</i>	<i>11.31</i>
Windsor	L 9.28	L 9.38	L 11.05	L 11.35
<i>Hayden</i>	<i>9.32</i>	<i>9.42</i>	<i>11.09</i>	<i>11.38</i>
Windsor Locks	L 9.34	L 9.44	L 11.11	L 11.40
<i>Field</i>	<i>9.44</i>	<i>9.53</i>	<i>11.20</i>	<i>11.49</i>
<i>Spring</i>	<i>9.58</i>	<i>10.08</i>	<i>11.33</i>	<i>12.03</i>
Springfield	A 10.00	A 10.10	A 11.35	A 12.05
	A.M.	A.M.	A.M.	P.M.

	54 SaSu P.M.	56 M-F P.M.	464 SaSu P.M.	488 SaSu P.M.
New Haven	\$ 1.06	\$ 1.06		
	\$ 1.20	\$ 1.22	\$ 2.50	\$ 4.50
<i>CP 274 (MNRR)</i>	<i>1.21</i>	<i>1.23</i>	<i>2.51</i>	<i>4.51</i>
<i>Mill River Jct</i>	<i>1.23</i>	<i>1.25</i>	<i>2.53</i>	<i>4.53</i>
<i>Cedar</i>	<i>1.29</i>	<i>1.31</i>	<i>2.58</i>	<i>4.58</i>
Wallingford	\$ 1.35	\$ 1.37	\$ 3.03	\$ 5.03
<i>Holt</i>	<i>1.40</i>	<i>1.42</i>	<i>3.07</i>	<i>5.07</i>
Meriden	\$ 1.44	\$ 1.46	\$ 3.12	\$ 5.10
<i>Quarry</i>	<i>1.48</i>	<i>1.50</i>	<i>3.19</i>	<i>5.14</i>
Berlin	\$ 1.54	\$ 1.56	\$ 3.24	\$ 5.21
<i>New</i>	<i>1.59</i>	<i>2.01</i>	<i>3.28</i>	<i>5.25</i>
<i>Wood</i>	<i>2.01</i>	<i>2.03</i>	<i>3.34</i>	<i>5.28</i>
Hartford	\$ 2.08	\$ 2.10	\$ 3.41	\$ 5.36
<i>Hart</i>	<i>2.10</i>	<i>2.12</i>	<i>3.43</i>	<i>5.38</i>
<i>Fry</i>	<i>2.12</i>	<i>2.14</i>	<i>3.45</i>	<i>5.40</i>
Windsor	2.16	2.18	\$ 3.49	L 5.44
<i>Hayden</i>	<i>2.22</i>	<i>2.24</i>	<i>3.53</i>	<i>5.49</i>
Windsor Locks	\$ 2.24	\$ 2.26	\$ 3.55	L 5.51
<i>Field</i>	<i>2.36</i>	<i>2.38</i>	<i>4.04</i>	<i>5.59</i>
<i>Spring</i>	<i>2.53</i>	<i>2.55</i>	<i>4.14</i>	<i>6.13</i>
Springfield	\$ 2.58	\$ 3.00	A 4.16	A 6.15
	\$ 3.15	\$ 3.15		
	P.M.	P.M.	P.M.	P.M.

NEW HAVEN - SPRINGFIELD

	476 M-F P.M.	140 SaSu P.M.	494 M-F P.M.	148 M-F P.M.
New Haven	S 5.15	S 6.06	S 7.25	S 8.19
<i>CP 274 (MNRR)</i>	5.16	6.23	7.26	8.31
<i>Mill River Jct</i>	5.18	6.27	7.28	8.33
<i>Cedar</i>	5.23	6.37	7.34	8.39
Wallingford	S 5.30	S 6.43	S 7.39	S 8.44
<i>Holt</i>	5.34	6.49	7.43	8.49
Meriden	S 5.38	S 6.53	S 7.47	S 8.54
<i>Quarry</i>	5.42	6.57	7.51	8.59
Berlin	S 5.50	S 7.03	S 7.58	S 9.06
<i>New</i>	5.56	7.09	8.02	9.11
<i>Wood</i>	5.58	7.11	8.05	9.13
Hartford	S 6.05	S 7.19	S 8.12	S 9.20
<i>Hart</i>	6.07	7.21	8.14	9.22
<i>Fry</i>	6.10	7.23	8.16	9.24
Windsor	L 6.15	L 7.28	L 8.20	L 9.29
<i>Hayden</i>	6.19	7.32	8.24	9.33
Windsor Locks	L 6.21	L 7.34	L 8.25	L 9.35
<i>Field</i>	6.30	7.43	8.34	9.44
<i>Spring</i>	6.43	7.58	8.48	9.59
Springfield	A 6.45	A 8.00	A 8.50	A 10.00
	P.M.	P.M.	P.M.	P.M.

	432 Sun P.M.	146 Sat P.M.	136 Fri P.M.	
New Haven	S 9.20	S 9.33	S 10.44	
<i>CP 274 (MNRR)</i>	9.21	9.51	11.01	
<i>Mill River Jct</i>	9.23	9.53	11.03	
<i>Cedar</i>	9.28	9.59	11.09	
Wallingford	S 9.34	S 10.04	S 11.14	
<i>Holt</i>	9.38	10.09	11.19	
Meriden	S 9.44	S 10.14	S 11.24	
<i>Quarry</i>	9.48	10.19	11.29	
Berlin	S 9.56	S 10.24	S 11.34	
<i>New</i>	10.00	10.29	11.39	
<i>Wood</i>	10.02	10.31	11.41	
Hartford	S 10.10	S 10.38	S 11.48	
<i>Hart</i>	10.12	10.40	11.50	
<i>Fry</i>	10.14	10.42	11.52	
Windsor	L 10.19	L 10.46	L 11.56	
<i>Hayden</i>	10.23	10.50	12.00	
Windsor Locks	L 10.25	L 10.51	L 12.02	
<i>Field</i>	10.34	11.01	12.12	
<i>Spring</i>	10.48	11.16	12.21	
Springfield	A 10.50	A 11.18	A 12.30	
	P.M.	P.M.	A.M.	

NEW YORK - PHILADELPHIA - WASHINGTON

	 67 Daily A.M.	151 M-F A.M.	111 M-F A.M.	121 Sat A.M.
New York	LV 3.01	LV 4.41	LV 5.31	LV 5.46
<i>A</i>	3.02	4.42	5.32	5.47
<i>Bergen</i>	3.07	4.47	5.37	5.52
<i>Portal</i>	3.10	4.50	5.40	5.55
<i>Swift</i>	3.11	4.51	5.41	5.56
Newark	S 3.20	R 4.57	R 5.46	R 6.02
<i>Hunter</i>	3.23	5.00	5.48	6.05
Newark Airport Sta.				
<i>Elmora</i>	3.26	5.03	5.51	6.08
<i>Union</i>	3.30	5.06	5.54	6.12
<i>Iselin</i>	3.33	5.09	5.56	6.14
Metropark	S 3.36	S 5.12	S 5.58	S 6.16
<i>Menlo</i>	3.37	5.13	5.59	6.17
<i>Lincoln</i>	3.41	5.17	6.01	6.21
New Brunswick				
<i>County</i>	3.45	5.21	6.05	6.25
<i>Midway</i>	3.51	5.25	6.10	6.29
Princeton Jct.			S 6.16	
<i>Ham</i>	3.59	5.32	6.22	6.36
<i>Fair</i>	4.00	5.33	6.23	6.37
Trenton	S 4.03	S 5.35	S 6.26	S 6.40
<i>Morris</i>	4.05	5.37	6.28	6.42
<i>Grundy</i>	4.09	5.41	6.32	6.46
Cornwells Hts.				
<i>Holmes</i>	4.19	5.49	6.40	6.54
<i>Shore</i>	4.23	5.53	6.44	6.58
North Phila.				
<i>Lehigh</i>	4.26	5.56	6.47	7.01
<i>Zoo - Mantua</i>	4.30	5.58	6.49	7.03
Phila. 30th St. - Arr	S 4.35	S 6.02	S 6.53	S 7.07
Phila. 30th St. - Dep	S 4.40	S 6.05	S 6.55	S 7.10
<i>Phil</i>	4.44	6.08	6.58	7.15
<i>Baldwin</i>	4.50	6.13	7.03	7.20
<i>Hook</i>	4.56	6.16	7.06	7.23
<i>Holly</i>	4.59	6.18	7.08	7.25
<i>Landlith</i>	5.02	6.21	7.11	7.28
Wilmington	S 5.06	S 6.25	S 7.15	S 7.32
<i>Ragan</i>	5.09	6.29	7.18	7.35
<i>Davis</i>	5.17	6.36	7.25	7.40
Newark				
<i>Bacon</i>	5.24	6.43	7.31	7.47
<i>Perry</i>	5.29	* 6.51	7.35	7.52
<i>Grace</i>	5.30	6.52	7.36	7.53
Aberdeen		S 6.58		S 7.58
<i>Bush</i>	5.38	7.02	7.41	8.04
<i>Wood</i>	5.40	* 7.06	7.43	8.06
<i>Gunpow</i>	5.43	7.08	7.45	8.08
<i>Biddle</i>	5.53	7.19	7.56	8.17
Baltimore - Arr	S 5.56	S 7.22	S 7.58	S 8.20
Baltimore - Dep	S 6.08	S 7.32	S 8.00	S 8.22
<i>Fulton</i>	6.13	7.36	8.04	8.26
BWI Marshall Airport Sta.	S* 6.22	S* 7.47	S* 8.14	S* 8.35
<i>Grove</i>	6.28	7.54	8.22	8.43
<i>Bowie</i>	6.36	8.00	8.29	8.50
New Carrollton	L 6.42	D 8.05	D 8.34	D 8.55
<i>Landover</i>	6.47	8.07	8.35	8.57
<i>CP Avenue</i>	6.51	8.11	8.39	9.01
Washington - Arr	S 6.55	A 8.15	A 8.42	A 9.05
Washington - Dep	S 7.30			
	A.M.	A.M.	A.M.	A.M.

* NOTE: TRAIN 151 STOPS PERRYVILLE R6.50, EDGEWOOD R7.05

NEW YORK - PHILADELPHIA - WASHINGTON

	 2103 M-F A.M.	181 M-F A.M.	 89 Daily A.M.	131 SaSu A.M.
New York	S 6.00	LV 6.06	LV 6.16	LV 6.46
<i>A</i>	6.01	6.07	6.17	6.47
<i>Bergen</i>	6.05	6.12	6.22	6.52
<i>Portal</i>	6.08	6.15	6.25	6.55
<i>Swift</i>	6.09	6.16	6.26	6.56
Newark	R 6.14	R 6.22	R 6.32	R 7.02
<i>Hunter</i>	6.16	6.25	6.35	7.05
Newark Airport Sta.				S 7.08
<i>Elmora</i>	6.19	6.28	6.38	7.11
<i>Union</i>	6.22	6.31	6.41	7.14
<i>Iselin</i>	6.24	6.34	6.43	7.16
Metropark	S 6.27	S 6.37		S 7.18
<i>Menlo</i>	6.28	6.38	6.44	7.19
<i>Lincoln</i>	6.29	6.40	6.46	7.23
New Brunswick		S 6.45		
<i>County</i>	6.32	6.47	6.50	7.27
<i>Midway</i>	6.36	6.53	6.54	7.31
Princeton Jct.		S 7.00		
<i>Ham</i>	6.43	7.08	7.01	7.38
<i>Fair</i>	6.43	7.09	7.02	7.39
Trenton	S 6.46	S 7.12	R 7.06	S 7.42
<i>Morris</i>	6.47	7.14	7.08	7.44
<i>Grundy</i>	6.51	7.18	7.12	7.48
Cornwells Hts.				
<i>Holmes</i>	6.59	7.27	7.21	7.56
<i>Shore</i>	7.02	7.31	7.24	8.00
North Phila.				
<i>Lehigh</i>	7.04	7.34	7.27	8.03
<i>Zoo - Mantua</i>	7.07	7.36	7.29	8.05
Phila. 30th St. - Arr	S 7.11	S 7.40	R 7.33	S 8.09
Phila. 30th St. - Dep	S 7.13	S 7.43	R 7.37	S 8.12
<i>Phil</i>	7.16	7.48	7.41	8.17
<i>Baldwin</i>	7.20	7.53	7.46	8.22
<i>Hook</i>	7.23	7.56	7.51	8.25
<i>Holly</i>	7.25	7.58	7.53	8.27
<i>Landlith</i>	7.27	8.01	7.56	8.30
Wilmington	S 7.32	S 8.07	R 8.02	S 8.34
<i>Ragan</i>	7.35	8.10	8.06	8.38
<i>Davis</i>	7.41	8.17	8.13	8.43
Newark				
<i>Bacon</i>	7.47	8.24	8.20	8.50
<i>Perry</i>	7.51	8.29	8.24	8.54
<i>Grace</i>	7.52	8.31	8.25	8.56
Aberdeen		S 8.36		S 9.01
<i>Bush</i>	7.57	8.42	8.30	9.05
<i>Wood</i>	7.59	8.43	8.32	9.06
<i>Gunpow</i>	8.01	8.46	8.34	9.08
<i>Biddle</i>	8.10	8.55	8.46	9.18
Baltimore - Arr	S 8.13	S 8.58	R 8.49	S 9.21
Baltimore - Dep	S 8.15	S 9.00	R 8.54	S 9.23
<i>Fulton</i>	8.19	9.04	8.58	9.27
BWI Marshall Airport Sta.		S* 9.15		S* 9.38
<i>Grove</i>	8.31	9.22	9.11	9.45
<i>Bowie</i>	8.35	9.28	9.16	9.51
New Carrollton	8.39	D 9.34	9.20	D 9.58
<i>Landover</i>	8.40	9.36	9.21	10.02
<i>CP Avenue</i>	8.44	9.40	9.25	10.06
Washington - Arr	A 8.47	A 9.44	R 9.30	A 10.10
Washington - Dep			R 9.55	
	A.M.	A.M.	A.M.	A.M.

NEW YORK - PHILADELPHIA - WASHINGTON

	◇ 51 WeFr A.M.	◇ 51 Sun A.M.	□ 2107 M-F A.M.	661 SaSu A.M.
New York	LV 6.46	R 6.56	S 7.00	LV 7.01
<i>A</i>	6.47	6.57	7.01	7.02
<i>Bergen</i>	6.52	7.02	7.05	7.07
<i>Portal</i>	6.55	7.05	7.08	7.10
<i>Swift</i>	6.56	7.06	7.09	7.11
Newark	R 7.05	R 7.13	R 7.14	R 7.17
<i>Hunter</i>	7.08	7.16	7.16	7.20
Newark Airport Sta.				
<i>Elmora</i>	7.11	7.19	7.19	7.23
<i>Union</i>	7.14	7.22	7.22	7.26
<i>Iselin</i>	7.16	7.24	7.24	7.28
Metropark			S 7.27	
<i>Menlo</i>	7.17	7.25	7.28	7.29
<i>Lincoln</i>	7.19	7.27	7.29	7.31
New Brunswick				
<i>County</i>	7.23	7.31	7.32	7.35
<i>Midway</i>	7.27	7.36	7.36	7.39
Princeton Jct.				
<i>Ham</i>	7.34	7.45	7.43	7.46
<i>Fair</i>	7.35	7.46	7.43	7.47
Trenton	R 7.40	R 7.50		S 7.50
<i>Morris</i>	7.42	7.52	7.44	7.52
<i>Grundy</i>	7.48	7.56	7.48	7.56
Cornwells Hts.				
<i>Holmes</i>	7.55	8.06	7.56	8.05
<i>Shore</i>	7.57	8.09	7.59	8.09
North Phila.				
<i>Lehigh</i>	7.59	8.12	8.01	8.12
<i>Zoo - Mantua</i>	8.01	8.14	8.04	8.15
Phila. 30th St. - Arr	R 8.05	R 8.18	S 8.08	S 8.20
Phila. 30th St. - Dep	R 8.16	R 8.25	S 8.10	S 8.35
<i>Phil</i>	8.21	8.30	8.13	To HAR
<i>Baldwin</i>	8.26	8.35	8.17	
<i>Hook</i>	8.30	8.39	8.20	
<i>Holly</i>	8.32	8.41	8.22	
<i>Landlith</i>	8.35	8.44	8.24	
Wilmington	R 8.41	R 8.50	S 8.29	
<i>Ragan</i>	8.44	8.53	8.32	
<i>Davis</i>	8.49	8.58	8.38	
Newark				
<i>Bacon</i>	8.56	9.05	8.44	
<i>Perry</i>	9.00	9.10	8.48	
<i>Grace</i>	9.01	9.11	8.49	
Aberdeen				
<i>Bush</i>	9.09	9.18	8.54	
<i>Wood</i>	9.11	9.20	8.56	
<i>Gunpow</i>	9.13	9.22	8.58	
<i>Biddle</i>	9.23	9.34	9.07	
Baltimore - Arr	R 9.26	R 9.37	S 9.10	
Baltimore - Dep	R 9.29	R 9.40	S 9.12	
<i>Fulton</i>	9.33	9.44	9.19	
BWI Marshall Airport Sta.				
<i>Grove</i>	9.43	9.56	9.31	
<i>Bowie</i>	9.48	10.01	9.35	
New Carrollton	9.52	10.05	9.39	
<i>Landover</i>	9.53	10.06	9.40	
<i>CP Avenue</i>	10.04	10.14	9.44	
Washington - Arr	R 10.10	R 10.20	A 9.47	
Washington - Dep	R 11.10	R 11.10		
	A.M.	A.M.	A.M.	A.M.

NEW YORK - PHILADELPHIA - WASHINGTON

	 79 Daily A.M.	183 M-F A.M.	641 M-F A.M.	 2109 M-F A.M.
New York	LV 7.06	LV 7.18	LV 7.26	S 8.00
<i>A</i>	7.07	7.19	7.27	8.01
<i>Bergen</i>	7.12	7.24	7.32	8.05
<i>Portal</i>	7.15	7.27	7.35	8.08
<i>Swift</i>	7.16	7.28	7.36	8.09
Newark	R 7.24	R 7.34	R 7.42	R 8.14
<i>Hunter</i>	7.27	7.37	7.45	8.16
Newark Airport Sta.				
<i>Elmora</i>	7.30	7.40	7.48	8.19
<i>Union</i>	7.33	7.43	7.51	8.22
<i>Iselin</i>	7.37	7.46	7.53	8.24
Metropark		S 7.48		S 8.27
<i>Menlo</i>	7.38	7.49	7.54	8.28
<i>Lincoln</i>	7.40	7.53	7.56	8.29
New Brunswick				
<i>County</i>	7.44	7.57	8.00	8.32
<i>Midway</i>	7.50	8.01	8.05	8.36
Princeton Jct.			S 8.12	
<i>Ham</i>	7.57	8.08	8.17	8.43
<i>Fair</i>	7.58	8.09	8.18	8.43
Trenton	S 8.03	S 8.12	S 8.21	
<i>Morris</i>	8.04	8.14	8.23	8.44
<i>Grundy</i>	8.08	8.20	8.29	8.48
Cornwells Hts.				
<i>Holmes</i>	8.18	8.28	8.35	8.56
<i>Shore</i>	8.21	8.32	8.39	8.59
North Phila.				
<i>Lehigh</i>	8.24	8.35	8.42	9.01
<i>Zoo - Mantua</i>	8.26	8.37	8.44	9.04
Phila. 30th St. - Arr	S 8.30	S 8.41	S 8.48	S 9.08
Phila. 30th St. - Dep	S 8.35	S 8.44	S 9.00	S 9.10
<i>Phil</i>	8.39	8.49		9.13
<i>Baldwin</i>	8.44	8.55	To	9.17
<i>Hook</i>	8.48	8.58	HAR	9.20
<i>Holly</i>	8.50	9.00		9.22
<i>Landlith</i>	8.53	9.03		9.24
Wilmington	S 8.58	S 9.08		S 9.29
<i>Ragan</i>	9.01	9.12		9.32
<i>Davis</i>	9.07	9.19		9.38
Newark				
<i>Bacon</i>	9.14	9.26		9.44
<i>Perry</i>	9.19	9.30		9.48
<i>Grace</i>	9.20	9.32		9.49
Aberdeen				
<i>Bush</i>	9.25	9.37		9.54
<i>Wood</i>	9.27	9.39		9.56
<i>Gunpow</i>	9.29	9.41		9.58
<i>Biddle</i>	9.39	9.50		10.07
Baltimore - Arr	S 9.42	S 9.53		S 10.10
Baltimore - Dep	S 9.45	S 9.55		S 10.12
<i>Fulton</i>	9.49	9.59		10.19
BWI Marshall Airport Sta.		S* 10.08		
<i>Grove</i>	10.01	10.13		10.31
<i>Bowie</i>	10.08	10.20		10.35
New Carrollton	10.15	D 10.25		10.38
<i>Landover</i>	10.16	10.27		10.40
<i>CP Avenue</i>	10.20	10.38		10.44
Washington - Arr	S 10.25	A 10.42		A 10.47
Washington - Dep	S 10.55			
	A.M.	A.M.	A.M.	A.M.

NEW YORK - PHILADELPHIA - WASHINGTON

	☐ 2203 Sat A.M.	153 SaSu A.M.	185 M-F A.M.	☐ 2151 M-F A.M.
New York	\$ 8.00	LV 8.06	LV 8.11	\$ 9.00
<i>A</i>	8.01	8.07	8.12	9.01
<i>Bergen</i>	8.05	8.12	8.17	9.05
<i>Portal</i>	8.08	8.15	8.20	9.08
<i>Swift</i>	8.09	8.16	8.21	9.09
Newark	R 8.14	R 8.22	\$ 8.27	\$ 9.14
<i>Hunter</i>	8.16	8.25	8.30	9.16
Newark Airport Sta.		\$ 8.28	\$ 8.33	
<i>Elmora</i>	8.19	8.31	8.36	9.19
<i>Union</i>	8.21	8.35	8.39	9.22
<i>Iselin</i>	8.24	8.38	8.41	9.24
Metropark	\$ 8.27	\$ 8.40	\$ 8.43	
<i>Menlo</i>	8.28	8.41	8.44	9.25
<i>Lincoln</i>	8.31	8.45	8.48	9.26
New Brunswick				
<i>County</i>	8.34	8.49	8.52	9.29
<i>Midway</i>	8.38	8.53	8.56	9.33
Princeton Jct.				
<i>Ham</i>	8.45	9.00	9.03	9.40
<i>Fair</i>	8.45	9.01	9.04	9.40
Trenton		\$ 9.03	\$ 9.07	
<i>Morris</i>	8.46	9.05	9.09	9.41
<i>Grundy</i>	8.50	9.09	9.13	9.45
Cornwells Hts.				
<i>Holmes</i>	8.58	9.17	9.19	9.53
<i>Shore</i>	9.01	9.21	9.23	9.56
North Phila.				
<i>Lehigh</i>	9.03	9.24	9.26	9.58
<i>Zoo - Mantua</i>	9.06	9.26	9.28	10.01
Phila. 30th St. - Arr	\$ 9.10	\$ 9.30	\$ 9.32	\$ 10.05
Phila. 30th St. - Dep	\$ 9.12	\$ 9.33	\$ 9.35	\$ 10.07
<i>Phil</i>	9.15	9.38	9.40	10.10
<i>Baldwin</i>	9.19	9.43	9.45	10.14
<i>Hook</i>	9.22	9.46	9.48	10.17
<i>Holly</i>	9.24	9.48	9.50	10.19
<i>Landlith</i>	9.27	9.51	9.53	10.21
Wilmington	\$ 9.31	\$ 9.55	\$ 9.57	\$ 10.26
<i>Ragan</i>	9.34	9.58	10.00	10.29
<i>Davis</i>	9.40	10.05	10.07	10.35
Newark				
<i>Bacon</i>	9.46	10.12	10.14	10.41
<i>Perry</i>	9.50	10.17	10.19	10.45
<i>Grace</i>	9.51	10.18	10.20	10.46
Aberdeen				
<i>Bush</i>	9.56	10.23	10.25	10.51
<i>Wood</i>	9.58	10.25	10.27	10.53
<i>Gunpow</i>	10.00	10.27	10.29	10.55
<i>Biddle</i>	10.10	10.38	10.39	11.04
Baltimore - Arr	\$ 10.13	\$ 10.41	\$ 10.42	\$ 11.07
Baltimore - Dep	\$ 10.15	\$ 10.43	\$ 10.44	\$ 11.09
<i>Fulton</i>	10.19	10.47	10.48	11.13
BWI Marshall Airport Sta.	\$* 10.27	\$* 10.56	\$* 10.56	\$* 11.22
<i>Grove</i>	10.33	11.03	11.03	11.29
<i>Bowie</i>	10.40	11.10	11.10	11.36
New Carrollton	10.43	D 11.15	D 11.15	11.39
<i>Landover</i>	10.45	11.17	11.17	11.40
<i>CP Avenue</i>	10.49	11.24	11.21	11.44
Washington - Arr	A 10.52	A 11.28	A 11.25	A 11.47
Washington - Dep				
	A.M.	A.M.	A.M.	A.M.

NEW YORK - PHILADELPHIA - WASHINGTON

	☐ 2205 Sun A.M.	155 SaSu A.M.	663 SaSu A.M.	643 M-F A.M.
New York	S 9.00	LV 9.06	LV 9.10	LV 9.31
<i>A</i>	9.01	9.07	9.11	9.32
<i>Bergen</i>	9.05	9.12	9.16	9.37
<i>Portal</i>	9.08	9.15	9.20	9.40
<i>Swift</i>	9.09	9.16	9.22	9.41
Newark	R 9.14	S 9.22	R 9.27	R 9.46
<i>Hunter</i>	9.16	9.25	9.30	9.49
Newark Airport Sta.				
<i>Elmora</i>	9.19	9.28	9.33	9.52
<i>Union</i>	9.21	9.31	9.36	9.55
<i>Iselin</i>	9.24	9.34	9.38	9.57
Metropark	S 9.27	S 9.36		
<i>Menlo</i>	9.28	9.38	9.39	9.58
<i>Lincoln</i>	9.31	9.42	9.41	10.00
New Brunswick				
<i>County</i>	9.34	9.46	9.45	10.04
<i>Midway</i>	9.38	9.50	9.49	10.08
Princeton Jct.			S 9.55	
<i>Ham</i>	9.45	9.57	10.01	10.15
<i>Fair</i>	9.45	9.58	10.02	10.16
Trenton		S 10.00	S 10.04	S 10.19
<i>Morris</i>	9.46	10.02	10.06	10.21
<i>Grundy</i>	9.50	10.06	10.10	10.25
Cornwells Hts.				
<i>Holmes</i>	9.58	10.14	10.19	10.34
<i>Shore</i>	10.01	10.18	10.23	10.38
North Phila.				
<i>Lehigh</i>	10.03	10.21	10.26	10.41
<i>Zoo - Mantua</i>	10.06	10.23	10.28	10.43
Phila. 30th St. - Arr	S 10.10	S 10.27	S 10.33	S 10.48
Phila. 30th St. - Dep	S 10.12	S 10.30	S 10.55	S 11.00
<i>Phil</i>	10.15	10.35		
<i>Baldwin</i>	10.19	10.40		
<i>Hook</i>	10.22	10.43	To HAR	To HAR
<i>Holly</i>	10.24	10.45		
<i>Landlith</i>	10.27	10.48		
Wilmington	S 10.31	S 10.52		
<i>Ragan</i>	10.34	10.55		
<i>Davis</i>	10.40	11.02		
Newark				
<i>Bacon</i>	10.46	11.09		
<i>Perry</i>	10.50	11.14		
<i>Grace</i>	10.51	11.15		
Aberdeen				
<i>Bush</i>	10.56	11.22		
<i>Wood</i>	10.58	11.24		
<i>Gunpow</i>	11.00	11.26		
<i>Biddle</i>	11.10	11.35		
Baltimore - Arr	S 11.13	S 11.38		
Baltimore - Dep	S 11.15	S 11.40		
<i>Fulton</i>	11.19	11.44		
BWI Marshall Airport Sta.	S* 11.27	S* 11.53		
<i>Grove</i>	11.33	12.00		
<i>Bowie</i>	11.40	12.07		
New Carrollton	11.43	D 12.12		
<i>Landover</i>	11.45	12.14		
<i>CP Avenue</i>	11.49	12.21		
Washington - Arr	A 11.52	A 12.25		
Washington - Dep				
	A.M.	P.M.	A.M.	A.M.

NEW YORK - PHILADELPHIA - WASHINGTON

	141 M-F A.M.	☐ 2153 M-F A.M.	☐ 2207 Sat A.M.	143 SaSu A.M.
New York	LV 9.36	S 10.00	S 10.00	LV 10.06
<i>A</i>	9.37	10.01	10.01	10.07
<i>Bergen</i>	9.42	10.05	10.05	10.12
<i>Portal</i>	9.45	10.08	10.08	10.15
<i>Swift</i>	9.46	10.09	10.09	10.16
Newark	S 9.52	S 10.14	R 10.14	S 10.22
<i>Hunter</i>	9.55	10.16	10.16	10.25
Newark Airport Sta.	S 9.57			S 10.28
<i>Elmora</i>	10.01	10.19	10.19	10.31
<i>Union</i>	10.04	10.22	10.21	10.35
<i>Iselin</i>	10.06	10.24	10.24	10.38
Metropark	S 10.08		S 10.27	S 10.40
<i>Menlo</i>	10.09	10.25	10.28	10.41
<i>Lincoln</i>	10.13	10.26	10.31	10.45
New Brunswick				
<i>County</i>	10.17	10.29	10.34	10.49
<i>Midway</i>	10.21	10.33	10.38	10.53
Princeton Jct.				
<i>Ham</i>	10.28	10.40	10.45	11.00
<i>Fair</i>	10.29	10.40	10.45	11.01
Trenton	S 10.32			S 11.03
<i>Morris</i>	10.33	10.41	10.46	11.05
<i>Grundy</i>	10.37	10.45	10.50	11.09
Cornwells Hts.				
<i>Holmes</i>	10.44	10.53	10.58	11.17
<i>Shore</i>	10.48	10.56	11.01	11.21
North Phila.				
<i>Lehigh</i>	10.51	10.58	11.03	11.24
<i>Zoo - Mantua</i>	10.53	11.01	11.06	11.26
Phila. 30th St. - Arr	S 10.57	S 11.05	S 11.10	S 11.30
Phila. 30th St. - Dep	S 11.08	S 11.07	S 11.12	S 11.33
<i>Phil</i>	11.13	11.10	11.15	11.38
<i>Baldwin</i>	11.19	11.14	11.19	11.43
<i>Hook</i>	11.22	11.17	11.22	11.46
<i>Holly</i>	11.24	11.19	11.24	11.48
<i>Landlith</i>	11.27	11.21	11.27	11.51
Wilmington	S 11.31	S 11.26	S 11.31	S 11.55
<i>Ragan</i>	11.34	11.29	11.34	11.58
<i>Davis</i>	11.41	11.35	11.40	12.05
Newark				
<i>Bacon</i>	11.48	11.41	11.46	12.12
<i>Perry</i>	11.53	11.45	11.50	12.17
<i>Grace</i>	11.54	11.46	11.51	12.18
Aberdeen				
<i>Bush</i>	11.59	11.51	11.56	12.23
<i>Wood</i>	12.01	11.53	11.58	12.25
<i>Gunpow</i>	12.03	11.55	12.00	12.27
<i>Biddle</i>	12.12	12.04	12.10	12.38
Baltimore - Arr	S 12.15	S 12.07	S 12.13	S 12.41
Baltimore - Dep	S 12.17	S 12.09	S 12.15	S 12.43
<i>Fulton</i>	12.21	12.13	12.19	12.47
BWI Marshall Airport Sta.	S* 12.30	S* 12.22	S* 12.27	S* 12.56
<i>Grove</i>	12.37	12.29	12.33	1.03
<i>Bowie</i>	12.44	12.36	12.40	1.10
New Carrollton	D 12.49	12.39	12.43	D 1.15
<i>Landover</i>	12.51	12.40	12.45	1.17
<i>CP Avenue</i>	12.55	12.44	12.49	1.21
Washington - Arr	A 12.59	A 12.47	A 12.52	A 1.25
Washington - Dep				
	P.M.	P.M.	P.M.	P.M.

NEW YORK - PHILADELPHIA - WASHINGTON

	95 M-F A.M.	 43 Daily A.M.	 91 Daily A.M.	 2155 M-F A.M.
New York	LV 10.36	LV 10.51	LV 10.53	S 11.00
<i>A</i>	10.37	10.52	10.54	11.01
<i>Bergen</i>	10.42	10.57	10.59	11.05
<i>Portal</i>	10.45	11.00	11.02	11.08
<i>Swift</i>	10.46	11.01	11.03	11.09
Newark	S 10.52	R 11.07	R 11.12	S 11.14
<i>Hunter</i>	10.55	11.10	11.18	11.16
Newark Airport Sta.			11.19	
<i>Elmora</i>	10.58	11.13	11.24	11.19
<i>Union</i>	11.01	11.16	11.28	11.22
<i>Iselin</i>	11.03	11.18	11.31	11.24
Metropark	S 11.06			S 11.27
<i>Menlo</i>	11.07	11.19	11.32	11.28
<i>Lincoln</i>	11.11	11.21	11.36	11.29
New Brunswick				
<i>County</i>	11.15	11.25	11.40	11.32
<i>Midway</i>	11.19	11.30	11.45	11.36
Princeton Jct.				
<i>Ham</i>	11.26	11.38	11.53	11.43
<i>Fair</i>	11.27	11.39	11.54	11.44
Trenton	S 11.30	S 11.42	R 12.00	
<i>Morris</i>	11.32	11.43	12.02	11.44
<i>Grundy</i>	11.36	11.47	12.06	11.48
Cornwells Hts.				
<i>Holmes</i>	11.44	11.56	12.13	11.56
<i>Shore</i>	11.48	11.59	12.17	11.59
North Phila.				
<i>Lehigh</i>	11.51	12.02	12.20	12.01
<i>Zoo - Mantua</i>	11.53	12.04	12.23	12.04
Phila. 30th St. - Arr	S 11.57	S 12.10	R 12.27	S 12.08
Phila. 30th St. - Dep	S 12.00	S 12.42	R 12.32	S 12.10
<i>Phil</i>	12.04	To PGH	12.37	12.13
<i>Baldwin</i>	12.09		12.42	12.17
<i>Hook</i>	12.12		12.46	12.20
<i>Holly</i>	12.14		12.49	12.22
<i>Landlith</i>	12.17		12.52	12.24
Wilmington	S 12.22		R 12.57	S 12.29
<i>Ragan</i>	12.25		1.01	12.32
<i>Davis</i>	12.32		1.06	12.38
Newark				
<i>Bacon</i>	12.39		1.13	12.44
<i>Perry</i>	12.44		1.18	12.48
<i>Grace</i>	12.45		1.19	12.49
Aberdeen				
<i>Bush</i>	12.50		1.24	12.54
<i>Wood</i>	12.52		1.26	12.56
<i>Gunpow</i>	12.54		1.29	12.58
<i>Biddle</i>	1.03		1.39	1.07
Baltimore - Arr	S 1.06		R 1.42	S 1.10
Baltimore - Dep	S 1.13		R 1.47	S 1.12
<i>Fulton</i>	1.19		1.52	1.16
BWI Marshall Airport Sta.	S* 1.28			
<i>Grove</i>	1.35		2.02	1.28
<i>Bowie</i>	1.42		2.08	1.35
New Carrollton	S* 1.48		2.12	1.39
<i>Landover</i>	1.50		2.15	1.40
<i>CP Avenue</i>	1.56		2.26	1.44
Washington - Arr	S 2.00		R 2.30	A 1.47
Washington - Dep	S 2.30		R 3.05	
	P.M.	P.M.	P.M.	P.M.

NEW YORK - PHILADELPHIA - WASHINGTON

	☐ 2211 Sun A.M.	195 SaSu A.M.	125 M-F A.M.	☐ 2117 M-F P.M.
New York	S 11.00	LV 11.06	LV 11.36	S 12.00
<i>A</i>	11.01	11.07	11.37	12.01
<i>Bergen</i>	11.05	11.12	11.42	12.05
<i>Portal</i>	11.08	11.15	11.45	12.08
<i>Swift</i>	11.09	11.16	11.46	12.09
Newark	R 11.14	S 11.22	S 11.52	R 12.14
<i>Hunter</i>	11.16	11.25	11.54	12.16
Newark Airport Sta.				
<i>Elmora</i>	11.19	11.28	11.57	12.19
<i>Union</i>	11.21	11.31	12.00	12.22
<i>Iselin</i>	11.24	11.34	12.02	12.24
Metropark	S 11.27	S 11.37	S 12.05	
<i>Menlo</i>	11.28	11.38	12.06	12.25
<i>Lincoln</i>	11.31	11.40	12.10	12.26
New Brunswick				
<i>County</i>	11.34	11.44	12.14	12.29
<i>Midway</i>	11.38	11.48	12.18	12.33
Princeton Jct.				
<i>Ham</i>	11.45	11.58	12.25	12.40
<i>Fair</i>	11.45	12.00	12.26	12.40
Trenton		S 12.03	S 12.28	
<i>Morris</i>	11.46	12.05	12.30	12.41
<i>Grundy</i>	11.50	12.09	12.34	12.45
Cornwells Hts.				
<i>Holmes</i>	11.58	12.15	12.42	12.53
<i>Shore</i>	12.01	12.19	12.46	12.56
North Phila.				
<i>Lehigh</i>	12.03	12.22	12.49	12.58
<i>Zoo - Mantua</i>	12.06	12.24	12.51	1.01
Phila. 30th St. - Arr	S 12.10	S 12.28	S 12.55	S 1.05
Phila. 30th St. - Dep	S 12.12	S 12.31	S 1.08	S 1.07
<i>Phil</i>	12.15	12.35	1.13	1.10
<i>Baldwin</i>	12.19	12.41	1.19	1.14
<i>Hook</i>	12.22	12.44	1.21	1.17
<i>Holly</i>	12.24	12.46	1.23	1.19
<i>Landlith</i>	12.27	12.49	1.26	1.21
Wilmington	S 12.31	S 12.52	S 1.30	S 1.26
<i>Ragan</i>	12.34	12.55	1.33	1.29
<i>Davis</i>	12.40	1.02	1.40	1.35
Newark				
<i>Bacon</i>	12.46	1.09	1.46	1.41
<i>Perry</i>	12.50	1.14	1.50	1.45
<i>Grace</i>	12.51	1.15	1.51	1.46
Aberdeen				
<i>Bush</i>	12.56	1.20	1.56	1.51
<i>Wood</i>	12.58	1.22	1.58	1.53
<i>Gunpow</i>	1.00	1.24	2.00	1.55
<i>Biddle</i>	1.10	1.35	2.11	2.04
Baltimore - Arr	S 1.13	S 1.38	S 2.13	S 2.07
Baltimore - Dep	S 1.15	S 1.40	S 2.15	S 2.09
<i>Fulton</i>	1.19	1.44	2.20	2.13
BWI Marshall Airport Sta.	S* 1.27	S* 1.53	S* 2.30	S* 2.22
<i>Grove</i>	1.33	2.00	2.36	2.29
<i>Bowie</i>	1.40	2.07	2.43	2.36
New Carrollton	1.43	S 2.13	D 2.49	2.39
<i>Landover</i>	1.45	2.15	2.50	2.40
<i>CP Avenue</i>	1.49	2.21	2.56	2.44
Washington - Arr	A 1.52	S 2.25	A 2.59	A 2.47
Washington - Dep		S 2.50		
	P.M.	P.M.	P.M.	P.M.

NEW YORK - PHILADELPHIA - WASHINGTON

	☐ 2213 Sun P.M.	☐ 2251 Sat P.M.	157 Sun P.M.	147 Sat P.M.
New York	S 12.00	S 12.00	LV 12.06	LV 12.06
<i>A</i>	12.01	12.01	12.07	12.07
<i>Bergen</i>	12.05	12.05	12.12	12.12
<i>Portal</i>	12.08	12.08	12.15	12.15
<i>Swift</i>	12.09	12.09	12.16	12.16
Newark	R 12.14	S 12.14	R 12.22	S 12.22
<i>Hunter</i>	12.16	12.16	12.25	12.25
Newark Airport Sta.			S 12.28	S 12.28
<i>Elmora</i>	12.19	12.19	12.31	12.31
<i>Union</i>	12.21	12.21	12.34	12.34
<i>Iselin</i>	12.24	12.24	12.38	12.38
Metropark	S 12.27	S 12.27	S 12.40	S 12.40
<i>Menlo</i>	12.28	12.28	12.41	12.41
<i>Lincoln</i>	12.31	12.31	12.45	12.45
New Brunswick				
<i>County</i>	12.34	12.34	12.49	12.49
<i>Midway</i>	12.38	12.38	12.53	12.53
Princeton Jct.				
<i>Ham</i>	12.45	12.45	1.00	1.00
<i>Fair</i>	12.45	12.45	1.01	1.01
Trenton			S 1.03	S 1.03
<i>Morris</i>	12.46	12.46	1.05	1.05
<i>Grundy</i>	12.50	12.50	1.09	1.09
Cornwells Hts.				
<i>Holmes</i>	12.56	12.58	1.17	1.17
<i>Shore</i>	1.01	1.01	1.21	1.21
North Phila.				
<i>Lehigh</i>	1.03	1.03	1.24	1.24
<i>Zoo - Mantua</i>	1.06	1.06	1.26	1.26
Phila. 30th St. - Arr	S 1.10	S 1.10	S 1.30	S 1.30
Phila. 30th St. - Dep	S 1.12	S 1.12	S 1.33	S 1.33
<i>Phil</i>	1.15	1.15	1.38	1.38
<i>Baldwin</i>	1.19	1.19	1.43	1.43
<i>Hook</i>	1.22	1.22	1.46	1.46
<i>Holly</i>	1.24	1.24	1.48	1.48
<i>Landlith</i>	1.27	1.27	1.51	1.51
Wilmington	S 1.31	S 1.31	S 1.55	S 1.55
<i>Ragan</i>	1.34	1.34	1.58	1.58
<i>Davis</i>	1.40	1.40	2.05	2.05
Newark				
<i>Bacon</i>	1.46	1.46	2.12	2.12
<i>Perry</i>	1.50	1.50	2.17	2.17
<i>Grace</i>	1.51	1.51	2.18	2.18
Aberdeen				
<i>Bush</i>	1.56	1.56	2.23	2.23
<i>Wood</i>	1.58	1.58	2.25	2.25
<i>Gunpow</i>	2.00	2.00	2.27	2.27
<i>Biddle</i>	2.10	2.10	2.38	2.38
Baltimore - Arr	S 2.13	S 2.13	S 2.41	S 2.41
Baltimore - Dep	S 2.15	S 2.15	S 2.43	S 2.43
<i>Fulton</i>	2.19	2.19	2.47	2.47
BWI Marshall Airport Sta.	S* 2.27	S* 2.27	S* 2.56	S* 2.56
<i>Grove</i>	2.33	2.33	3.03	3.01
<i>Bowie</i>	2.40	2.40	3.10	3.07
New Carrollton	2.43	2.44	D 3.15	S* 3.15
<i>Landover</i>	2.45	2.45	3.17	3.17
<i>CP Avenue</i>	2.49	2.49	3.21	3.26
Washington - Arr	A 2.52	A 2.52	A 3.25	S 3.30
Washington - Dep				S 4.00
	P.M.	P.M.	P.M.	P.M.

NEW YORK - PHILADELPHIA - WASHINGTON

	645 M-F P.M.	171 M-F P.M.	145 Sun P.M.	□ 2159 M-F P.M.
New York	LV 12.06	LV 12.36	LV 12.56	S 1.00
<i>A</i>	12.07	12.37	12.57	1.01
<i>Bergen</i>	12.12	12.42	1.02	1.05
<i>Portal</i>	12.15	12.45	1.05	1.08
<i>Swift</i>	12.16	12.46	1.06	1.09
Newark	R 12.22	S 12.52	S 1.12	S 1.14
<i>Hunter</i>	12.24	12.55	1.15	1.16
Newark Airport Sta.		S 12.58		
<i>Elmora</i>	12.27	1.01	1.18	1.19
<i>Union</i>	12.30	1.04	1.22	1.22
<i>Iselin</i>	12.32	1.06	1.24	1.24
Metropark		S 1.08		S 1.27
<i>Menlo</i>	12.33	1.09	1.25	1.28
<i>Lincoln</i>	12.35	1.13	1.29	1.29
New Brunswick				
<i>County</i>	12.39	1.17	1.33	1.32
<i>Midway</i>	12.43	1.21	1.37	1.36
Princeton Jct.				
<i>Ham</i>	12.50	1.28	1.44	1.43
<i>Fair</i>	12.51	1.29	1.45	1.43
Trenton	S 12.55	S 1.32	S 1.47	
<i>Morris</i>	12.57	1.34	1.48	1.44
<i>Grundy</i>	1.01	1.38	1.52	1.48
Cornwells Hts.				
<i>Holmes</i>	1.10	1.46	2.01	1.56
<i>Shore</i>	1.14	1.50	2.05	1.59
North Phila.				
<i>Lehigh</i>	1.18	1.53	2.08	2.01
<i>Zoo - Mantua</i>	1.20	1.55	2.10	2.04
Phila. 30th St. - Arr	S 1.25	S 1.59	S 2.14	S 2.08
Phila. 30th St. - Dep	S 1.35	S 2.13	S 2.17	S 2.10
<i>Phil</i>		2.18	2.22	2.13
<i>Baldwin</i>	To	2.24	2.27	2.17
<i>Hook</i>	HAR	2.27	2.30	2.20
<i>Holly</i>		2.29	2.32	2.22
<i>Landlith</i>		2.32	2.35	2.24
Wilmington		S 2.36	S 2.39	S 2.29
<i>Ragan</i>		2.39	2.42	2.32
<i>Davis</i>		2.44	2.49	2.38
Newark				
<i>Bacon</i>		2.51	2.56	2.44
<i>Perry</i>		2.56	3.01	2.48
<i>Grace</i>		2.57	3.02	2.49
Aberdeen		S 3.03		
<i>Bush</i>		3.09	3.07	2.54
<i>Wood</i>		3.11	3.09	2.56
<i>Gunpow</i>		3.13	3.11	2.58
<i>Biddle</i>		3.22	3.20	3.07
Baltimore - Arr		S 3.25	S 3.23	S 3.10
Baltimore - Dep		S 3.27	S 3.25	S 3.12
<i>Fulton</i>		3.31	3.29	3.16
BWI Marshall Airport Sta.		S* 3.40	S* 3.38	
<i>Grove</i>		3.47	3.45	3.28
<i>Bowie</i>		3.54	3.52	3.35
New Carrollton		S* 3.59	S* 3.57	3.39
<i>Landover</i>		4.01	3.59	3.40
<i>CP Avenue</i>		4.07	4.06	3.44
Washington - Arr		S 4.12	S 4.10	A 3.47
Washington - Dep		S 4.50	S 4.50	
	P.M.	P.M.	P.M.	P.M.

NEW YORK - PHILADELPHIA - WASHINGTON

	99 SaSu P.M.	133 Fri P.M.	665 SaSu P.M.	2121 M-F P.M.
New York	LV 1.06	LV 1.11	LV 1.18	S 2.00
<i>A</i>	1.07	1.12	1.19	2.01
<i>Bergen</i>	1.12	1.17	1.24	2.05
<i>Portal</i>	1.15	1.20	1.28	2.08
<i>Swift</i>	1.16	1.21	1.29	2.09
Newark	S 1.22	R 1.27	R 1.35	R 2.14
<i>Hunter</i>	1.25	1.30	1.37	2.16
Newark Airport Sta.	S 1.28			
<i>Elmora</i>	1.31	1.33	1.40	2.19
<i>Union</i>	1.34	1.36	1.43	2.22
<i>Iselin</i>	1.37	1.38	1.45	2.24
Metropark	S 1.40			
<i>Menlo</i>	1.41	1.39	1.46	2.24
<i>Lincoln</i>	1.45	1.43	1.51	2.25
New Brunswick				
<i>County</i>	1.49	1.47	1.55	2.29
<i>Midway</i>	1.53	1.51	1.59	2.33
Princeton Jct.				
<i>Ham</i>	2.00	1.58	2.06	2.39
<i>Fair</i>	2.01	1.59	2.07	2.40
Trenton	S 2.03	S 2.02	S 2.10	
<i>Morris</i>	2.05	2.04	2.12	2.41
<i>Grundy</i>	2.09	2.08	2.16	2.44
Cornwells Hts.				
<i>Holmes</i>	2.17	2.16	2.24	2.53
<i>Shore</i>	2.21	2.20	2.28	2.55
North Phila.				
<i>Lehigh</i>	2.24	2.23	2.31	2.58
<i>Zoo - Mantua</i>	2.26	2.25	2.33	3.01
Phila. 30th St. - Arr	S 2.30	S 2.29	S 2.38	S 3.05
Phila. 30th St. - Dep	S 2.33	S 2.32	S 3.00	S 3.07
<i>Phil</i>	2.36	2.37		3.10
<i>Baldwin</i>	2.42	2.42	To	3.14
<i>Hook</i>	2.45	2.45	HAR	3.17
<i>Holly</i>	2.47	2.47		3.19
<i>Landlith</i>	2.50	2.50		3.21
Wilmington	S 2.55	S 2.54		S 3.26
<i>Ragan</i>	2.58	2.57		3.29
<i>Davis</i>	3.05	3.02		3.35
Newark				
<i>Bacon</i>	3.12	3.09		3.41
<i>Perry</i>	3.17	3.14		3.45
<i>Grace</i>	3.18	3.15		3.46
Aberdeen				
<i>Bush</i>	3.25	3.20		3.51
<i>Wood</i>	3.27	3.23		3.53
<i>Gunpow</i>	3.29	3.25		3.55
<i>Biddle</i>	3.38	3.34		4.04
Baltimore - Arr	S 3.41	S 3.37		S 4.07
Baltimore - Dep	S 3.43	S 3.39		S 4.09
<i>Fulton</i>	3.47	3.43		4.13
BWI Marshall Airport Sta.	S* 3.56	S* 3.52		S* 4.22
<i>Grove</i>	4.03	3.59		4.29
<i>Bowie</i>	4.10	4.06		4.36
New Carrollton	S* 4.15	D 4.14		4.39
<i>Landover</i>	4.17	4.16		4.40
<i>CP Avenue</i>	4.24	4.21		4.44
Washington - Arr	S 4.28	A 4.25		A 4.47
Washington - Dep	S 5.00			
<i>CP Virginia</i>	5.04			
	P.M.	P.M.	P.M.	P.M.

NEW YORK - PHILADELPHIA - WASHINGTON

	93 Mo-Th P.M.	83 Fri P.M.	161 SaSu P.M.	647 M-F P.M.
New York	LV 2.06	LV 2.06	LV 2.06	LV 2.12
<i>A</i>	2.07	2.07	2.07	2.13
<i>Bergen</i>	2.12	2.12	2.12	2.18
<i>Portal</i>	2.15	2.15	2.15	2.21
<i>Swift</i>	2.16	2.16	2.16	2.23
Newark	S 2.22	S 2.22	S 2.22	R 2.28
<i>Hunter</i>	2.25	2.25	2.25	2.31
Newark Airport Sta.	S 2.27	S 2.27	S 2.28	
<i>Elmora</i>	2.31	2.31	2.31	2.34
<i>Union</i>	2.34	2.34	2.35	2.37
<i>Iselin</i>	2.36	2.36	2.38	2.39
Metropark	S 2.40	S 2.40	S 2.40	
<i>Menlo</i>	2.43	2.43	2.41	2.40
<i>Lincoln</i>	2.47	2.47	2.45	2.42
New Brunswick				
<i>County</i>	2.52	2.52	2.49	2.46
<i>Midway</i>	2.56	2.56	2.53	2.52
Princeton Jct.				
<i>Ham</i>	3.03	3.03	3.00	2.59
<i>Fair</i>	3.04	3.04	3.01	3.00
Trenton	S 3.06	S 3.06	S 3.03	S 3.02
<i>Morris</i>	3.08	3.08	3.05	3.04
<i>Grundy</i>	3.12	3.12	3.09	3.08
Cornwells Hts.				
<i>Holmes</i>	3.19	3.19	3.17	3.16
<i>Shore</i>	3.23	3.23	3.21	3.20
North Phila.				
<i>Lehigh</i>	3.26	3.26	3.24	3.23
<i>Zoo - Mantua</i>	3.28	3.28	3.26	3.25
Phila. 30th St. - Arr	S 3.32	S 3.32	S 3.30	S 3.30
Phila. 30th St. - Dep	S 3.35	S 3.35	S 3.33	S 3.45
<i>Phil</i>	3.39	3.39	3.38	To HAR
<i>Baldwin</i>	3.44	3.44	3.43	
<i>Hook</i>	3.47	3.47	3.46	
<i>Holly</i>	3.49	3.49	3.48	
<i>Landlith</i>	3.52	3.52	3.51	
Wilmington	S 3.56	S 3.56	S 3.55	
<i>Ragan</i>	3.59	3.59	3.58	
<i>Davis</i>	4.06	4.06	4.03	
Newark				
<i>Bacon</i>	4.13	4.13	4.10	
<i>Perry</i>	4.18	4.18	4.15	
<i>Grace</i>	4.19	4.19	4.16	
Aberdeen			S 4.21	
<i>Bush</i>	4.24	4.24	4.27	
<i>Wood</i>	4.26	4.26	4.29	
<i>Gunpow</i>	4.28	4.28	4.31	
<i>Biddle</i>	4.37	4.37	4.40	
Baltimore - Arr	S 4.40	S 4.40	S 4.43	
Baltimore - Dep	S 4.42	S 4.42	S 4.45	
<i>Fulton</i>	4.46	4.46	4.49	
BWI Marshall Airport Sta.	S* 4.55	S* 4.55	S* 4.58	
<i>Grove</i>	5.02	5.02	5.05	
<i>Bowie</i>	5.09	5.09	5.12	
New Carrollton	S* 5.14	S* 5.14	D 5.20	
<i>Landover</i>	5.16	5.16	5.22	
<i>CP Avenue</i>	5.21	5.21	5.26	
Washington - Arr	S 5.25	S 5.25	A 5.30	
Washington - Dep	S 5.50	S 5.50		
	P.M.	P.M.	P.M.	P.M.

NEW YORK - PHILADELPHIA - WASHINGTON

	 19 Daily P.M.	649 M-F P.M.	 2163 M-F P.M.	 2253 SaSu P.M.
New York	S* 2.18	LV 2.45	S 3.00	S 3.00
<i>A</i>	2.19	2.46	3.01	3.01
<i>Bergen</i>	2.24	2.51	3.05	3.05
<i>Portal</i>	2.27	2.54	3.08	3.08
<i>Swift</i>	2.28	2.55	3.09	3.09
Newark	R 2.37	R 2.59	S 3.14	S 3.14
<i>Hunter</i>	2.40	3.02	3.16	3.16
Newark Airport Sta.		S 3.05		
<i>Elmora</i>	2.43	3.08	3.19	3.19
<i>Union</i>	2.47	3.11	3.22	3.21
<i>Iselin</i>	2.50	3.13	3.24	3.24
Metropark				S 3.27
<i>Menlo</i>	2.51	3.14	3.24	3.28
<i>Lincoln</i>	2.55	3.16	3.25	3.31
New Brunswick				
<i>County</i>	2.59	3.20	3.29	3.34
<i>Midway</i>	3.04	3.25	3.33	3.38
Princeton Jct.				
<i>Ham</i>	3.12	3.33	3.39	3.45
<i>Fair</i>	3.13	3.34	3.40	3.45
Trenton	R 3.18	S 3.37		
<i>Morris</i>	3.20	3.39	3.41	3.46
<i>Grundy</i>	3.24	3.43	3.44	3.50
Cornwells Hts.				
<i>Holmes</i>	3.34	3.51	3.53	3.58
<i>Shore</i>	3.38	3.55	3.55	4.01
North Phila.		D 3.59		
<i>Lehigh</i>	3.41	4.01	3.58	4.03
<i>Zoo - Mantua</i>	3.45	4.04	4.01	4.06
Phila. 30th St. - Arr	R 3.50	S 4.09	S 4.05	S 4.10
Phila. 30th St. - Dep	R 3.55	S 4.45	S 4.07	S 4.12
<i>Phil</i>	3.59		4.10	4.15
<i>Baldwin</i>	4.04	To	4.14	4.19
<i>Hook</i>	4.07	HAR	4.17	4.22
<i>Holly</i>	4.10		4.19	4.24
<i>Landlith</i>	4.13		4.21	4.27
Wilmington	R 4.19		S 4.26	S 4.31
<i>Ragan</i>	4.22		4.29	4.34
<i>Davis</i>	4.27		4.35	4.40
Newark				
<i>Bacon</i>	4.34		4.41	4.46
<i>Perry</i>	4.39		4.45	4.50
<i>Grace</i>	4.41		4.46	4.51
Aberdeen				
<i>Bush</i>	4.53		4.51	4.56
<i>Wood</i>	4.56		4.53	4.58
<i>Gunpow</i>	4.59		4.55	5.00
<i>Biddle</i>	5.09		5.04	5.10
Baltimore - Arr	R 5.12		S 5.07	S 5.13
Baltimore - Dep	R 5.17		S 5.09	S 5.15
<i>Fulton</i>	5.22		5.13	5.19
BWI Marshall Airport Sta.	5.30		S* 5.22	S* 5.27
<i>Grove</i>	5.35		5.29	5.33
<i>Bowie</i>	5.40		5.36	5.40
New Carrollton	5.45		5.39	5.44
<i>Landover</i>	5.47		5.40	5.45
<i>CP Avenue</i>	5.56		5.44	5.49
Washington - Arr	R 6.00		A 5.47	A 5.52
Washington - Dep	R 6.30			
	P.M.	P.M.	P.M.	P.M.

NEW YORK - PHILADELPHIA - WASHINGTON

	85 M-F P.M.	199 Sat P.M.	87 Sun P.M.	667 SaSu P.M.
New York	LV 3.06	LV 3.07	LV 3.07	LV 3.14
<i>A</i>	3.07	3.08	3.08	3.15
<i>Bergen</i>	3.12	3.13	3.13	3.20
<i>Portal</i>	3.15	3.16	3.16	3.25
<i>Swift</i>	3.16	3.17	3.17	3.26
Newark	S 3.22	S 3.23	S 3.23	R 3.32
<i>Hunter</i>	3.24	3.26	3.26	3.34
Newark Airport Sta.		S 3.28	S 3.28	
<i>Elmora</i>	3.27	3.32	3.32	3.37
<i>Union</i>	3.30	3.35	3.35	3.40
<i>Iselin</i>	3.33	3.38	3.38	3.43
Metropark	S 3.36	S 3.40	S 3.40	
<i>Menlo</i>	3.37	3.41	3.41	3.45
<i>Lincoln</i>	3.41	3.43	3.43	3.48
New Brunswick				
<i>County</i>	3.45	3.47	3.47	3.52
<i>Midway</i>	3.49	3.53	3.53	3.57
Princeton Jct.				
<i>Ham</i>	3.56	4.00	4.00	4.05
<i>Fair</i>	3.57	4.01	4.01	4.06
Trenton	S 4.00	S 4.03	S 4.03	S 4.08
<i>Morris</i>	4.02	4.05	4.04	4.10
<i>Grundy</i>	4.06	4.09	4.09	4.14
Cornwells Hts.				
<i>Holmes</i>	4.14	4.17	4.17	4.22
<i>Shore</i>	4.18	4.21	4.21	4.26
North Phila.				
<i>Lehigh</i>	4.21	4.24	4.24	4.29
<i>Zoo - Mantua</i>	4.23	4.26	4.26	4.31
Phila. 30th St. - Arr	S 4.27	S 4.30	S 4.30	S 4.36
Phila. 30th St. - Dep	S 4.30	S 4.33	S 4.33	S 4.55
<i>Phil</i>	4.35	4.38	4.38	To HAR
<i>Baldwin</i>	4.40	4.43	4.43	
<i>Hook</i>	4.42	4.46	4.46	
<i>Holly</i>	4.44	4.48	4.48	
<i>Landlith</i>	4.47	4.51	4.51	
Wilmington	S 4.52	S 4.55	S 4.55	
<i>Ragan</i>	4.55	4.58	4.58	
<i>Davis</i>	5.00	5.03	5.03	
Newark			S 5.05	
<i>Bacon</i>	5.06	5.10	5.13	
<i>Perry</i>	5.10	5.15	5.18	
<i>Grace</i>	5.11	5.16	5.19	
Aberdeen	S 5.19	S 5.21	S 5.24	
<i>Bush</i>	5.23	5.27	5.30	
<i>Wood</i>	5.25	5.29	5.32	
<i>Gunpow</i>	5.27	5.31	5.34	
<i>Biddle</i>	5.40	5.40	5.43	
Baltimore - Arr	S 5.42	S 5.43	S 5.46	
Baltimore - Dep	S 5.45	S 5.45	S 5.48	
<i>Fulton</i>	5.49	5.49	5.52	
BWI Marshall Airport Sta.	S* 5.59	S* 5.58	S* 6.01	
<i>Grove</i>	6.06	6.05	6.08	
<i>Bowie</i>	6.13	6.12	6.15	
New Carrollton	S* 6.21	D 6.20	S* 6.20	
<i>Landover</i>	6.22	6.22	6.22	
<i>CP Avenue</i>	6.27	6.26	6.26	
Washington - Arr	S 6.30	A 6.30	S 6.30	
Washington - Dep	S 7.00		S 7.00	
	P.M.	P.M.	P.M.	P.M.

NEW YORK - PHILADELPHIA - WASHINGTON

	 97 Daily P.M.	173 M-F P.M.	 2165 M-F P.M.	 2221 Sun P.M.
New York	S* 3.18	LV 3.36	S 4.00	S 4.00
A	3.19	3.37	4.01	4.01
Bergen	3.24	3.42	4.05	4.05
Portal	3.29	3.45	4.08	4.08
Swift	3.31	3.46	4.09	4.09
Newark	R 3.38	S 3.52	S 4.14	R 4.14
Hunter	3.41	3.55	4.16	4.16
Newark Airport Sta.				
Elmora	3.44	3.58	4.19	4.19
Union	3.48	4.01	4.22	4.21
Iselin	3.51	4.05	4.24	4.24
Metropark				S 4.27
Menlo	3.52	4.06	4.25	4.28
Lincoln	3.54	4.10	4.26	4.31
New Brunswick				
County	3.58	4.14	4.29	4.34
Midway	4.04	4.18	4.33	4.38
Princeton Jct.				
Ham	4.13	4.25	4.40	4.45
Fair	4.14	4.26	4.40	4.45
Trenton	R 4.18			
Morris	4.23	4.27	4.41	4.46
Grundy	4.27	4.31	4.45	4.50
Cornwells Hts.				
Holmes	4.34	4.39	4.53	4.58
Shore	4.38	4.43	4.56	5.01
North Phila.				
Lehigh	4.41	4.46	4.58	5.03
Zoo - Mantua	4.46	4.48	5.01	5.06
Phila. 30th St. - Arr	R 4.50	S 4.52	S 5.05	S 5.10
Phila. 30th St. - Dep	R 4.58	S 4.55	S 5.07	S 5.12
Phil	5.04	5.00	5.10	5.15
Baldwin	5.10	5.05	5.14	5.19
Hook	5.14	5.08	5.17	5.22
Holly	5.17	5.10	5.19	5.24
Landlith	5.20	5.13	5.21	5.27
Wilmington	R 5.25	S 5.17	S 5.26	S 5.31
Ragan	5.28	5.20	5.29	5.34
Davis	5.33	5.25	5.35	5.38
Newark				
Bacon	5.45	5.32	5.41	5.44
Perry	5.50	5.37	5.46	5.50
Grace	5.51	5.38	5.47	5.51
Aberdeen		5.41		
Bush	5.56	5.44	5.52	5.56
Wood	5.58	5.46	5.54	5.58
Gunpow	6.01	5.48	5.56	6.00
Biddle	6.11	5.57	6.06	6.10
Baltimore - Arr	R 6.14	S 6.00	S 6.09	S 6.13
Baltimore - Dep	R 6.17	S 6.02	S 6.11	S 6.15
Fulton	6.21	6.06	6.15	6.19
BWI Marshall Airport Sta.	6.28	S* 6.15	S* 6.24	S* 6.27
Grove	6.32	6.25	6.31	6.33
Bowie	6.41	6.29	6.38	6.40
New Carrollton	6.47	D 6.34	6.41	6.43
Landover	6.50	6.36	6.42	6.45
CP Avenue	6.56	6.40	6.46	6.49
Washington - Arr	R 7.00	A 6.44	A 6.49	A 6.52
Washington - Dep	R 7.30			
	P.M.	P.M.	P.M.	P.M.

NEW YORK - PHILADELPHIA - WASHINGTON

	651 M-F P.M.	127 M-F P.M.	163 SaSu P.M.	129 M-F P.M.
New York	LV 4.04	LV 4.06	LV 4.06	LV 4.35
<i>A</i>	4.05	4.07	4.07	4.36
<i>Bergen</i>	4.10	4.12	4.12	4.41
<i>Porta</i>	4.13	4.15	4.15	4.44
<i>Swift</i>	4.14	4.16	4.16	4.45
Newark	R 4.20	R 4.22	S 4.22	R 4.50
<i>Hunter</i>	4.23	4.25	4.25	4.53
Newark Airport Sta.		S 4.28	S 4.27	
<i>Elmora</i>	4.26	4.31	4.31	4.56
<i>Union</i>	4.29	4.34	4.35	4.59
<i>Iselin</i>	4.31	4.36	4.37	5.01
Metropark		S 4.38	S 4.39	S 5.04
<i>Menlo</i>	4.32	4.39	4.40	5.05
<i>Lincoln</i>	4.34	4.43	4.44	5.07
New Brunswick				
<i>County</i>	4.38	4.47	4.48	5.11
<i>Midway</i>	4.43	4.51	4.52	5.16
Princeton Jct.				
<i>Ham</i>	4.51	4.58	4.59	5.25
<i>Fair</i>	4.52	4.59	5.00	5.27
Trenton	S 4.55	S 5.02	S 5.03	S 5.30
<i>Morris</i>	4.57	5.04	5.05	5.32
<i>Grundy</i>	5.01	5.08	5.09	5.36
Cornwells Hts.				
<i>Holmes</i>	5.09	5.16	5.17	5.42
<i>Shore</i>	5.13	5.20	5.21	5.46
North Phila.				
<i>Lehigh</i>	5.16	5.23	5.24	5.49
<i>Zoo - Mantua</i>	5.18	5.25	5.26	5.51
Phila. 30th St. - Arr	S 5.23	S 5.29	S 5.30	S 5.55
Phila. 30th St. - Dep	S 5.35	S 5.32	S 5.33	S 5.58
<i>Phil</i>		5.37	5.38	6.01
<i>Baldwin</i>	To	5.42	5.43	6.06
<i>Hook</i>	HAR	5.44	5.46	6.09
<i>Holly</i>		5.46	5.48	6.11
<i>Landlith</i>		5.49	5.51	6.14
Wilmington		S 5.53	S 5.55	S 6.18
<i>Ragan</i>		5.56	5.58	6.21
<i>Davis</i>		6.03	6.05	6.26
Newark				
<i>Bacon</i>		6.09	6.12	6.32
<i>Perry</i>		6.14	6.17	6.36
<i>Grace</i>		6.15	6.19	6.37
Aberdeen		6.18	6.22	S 6.44
<i>Bush</i>		6.21	6.25	6.48
<i>Wood</i>		6.23	6.27	6.50
<i>Gunpow</i>		6.25	6.29	6.52
<i>Biddle</i>		6.36	6.38	7.03
Baltimore - Arr		S 6.38	S 6.41	S 7.05
Baltimore - Dep		S 6.40	S 6.43	S 7.10
<i>Fulton</i>		6.44	6.47	7.16
BWI Marshall Airport Sta.		S* 6.53	S* 6.56	S* 7.27
<i>Grove</i>		6.59	7.03	7.34
<i>Bowie</i>		7.06	7.10	7.41
New Carrollton		D 7.15	D 7.18	D 7.47
<i>Landover</i>		7.17	7.20	7.48
<i>CP Avenue</i>		7.24	7.24	7.52
Washington - Arr		A 7.28	A 7.28	A 7.55
Washington - Dep				
	P.M.	P.M.	P.M.	P.M.

NEW YORK - PHILADELPHIA - WASHINGTON

	☐ 2167 M-F P.M.	☐ 2255 Sun P.M.	159 SaSu P.M.	653 M-F P.M.
New York	\$ 5.00	\$ 5.00	LV 5.06	LV 5.11
<i>A</i>	5.01	5.01	5.07	5.12
<i>Bergen</i>	5.05	5.05	5.12	5.17
<i>Portal</i>	5.08	5.08	5.15	5.20
<i>Swift</i>	5.09	5.09	5.16	5.21
Newark	\$ 5.14	\$ 5.14	\$ 5.22	\$ 5.27
<i>Hunter</i>	5.16	5.16	5.25	5.30
Newark Airport Sta.			\$ 5.28	
<i>Elmora</i>	5.19	5.19	5.31	5.33
<i>Union</i>	5.21	5.21	5.35	5.36
<i>Iselin</i>	5.24	5.24	5.38	5.38
Metropark		\$ 5.27	\$ 5.40	
<i>Menlo</i>	5.25	5.28	5.41	5.39
<i>Lincoln</i>	5.26	5.31	5.45	5.41
New Brunswick				
<i>County</i>	5.29	5.34	5.49	5.45
<i>Midway</i>	5.33	5.38	5.53	5.50
Princeton Jct.				
<i>Ham</i>	5.40	5.45	6.00	5.58
<i>Fair</i>	5.40	5.45	6.01	5.59
Trenton			\$ 6.03	\$ 6.02
<i>Morris</i>	5.41	5.46	6.05	6.04
<i>Grundy</i>	5.45	5.50	6.09	6.08
Cornwells Hts.				
<i>Holmes</i>	5.53	5.58	6.17	6.15
<i>Shore</i>	5.56	6.01	6.21	6.19
North Phila.				D 6.22
<i>Lehigh</i>	5.58	6.03	6.24	6.23
<i>Zoo - Mantua</i>	6.01	6.06	6.26	6.25
Phila. 30th St. - Arr	\$ 6.05	\$ 6.10	\$ 6.30	\$ 6.30
Phila. 30th St. - Dep	\$ 6.07	\$ 6.12	\$ 6.33	\$ 6.42
<i>Phil</i>	6.10	6.15	6.38	To HAR
<i>Baldwin</i>	6.14	6.19	6.43	
<i>Hook</i>	6.17	6.22	6.46	
<i>Holly</i>	6.19	6.24	6.48	
<i>Landlith</i>	6.21	6.27	6.51	
Wilmington	\$ 6.26	\$ 6.31	\$ 6.55	
<i>Ragan</i>	6.29	6.34	6.58	
<i>Davis</i>	6.35	6.40	7.05	
Newark				
<i>Bacon</i>	6.41	6.46	7.12	
<i>Perry</i>	6.45	6.50	7.17	
<i>Grace</i>	6.46	6.51	7.18	
Aberdeen			\$ 7.23	
<i>Bush</i>	6.51	6.56	7.27	
<i>Wood</i>	6.53	6.58	7.28	
<i>Gunpow</i>	6.55	7.00	7.30	
<i>Biddle</i>	7.04	7.10	7.40	
Baltimore - Arr	\$ 7.07	\$ 7.13	\$ 7.43	
Baltimore - Dep	\$ 7.09	\$ 7.15	\$ 7.45	
<i>Fulton</i>	7.13	7.19	7.49	
BWI Marshall Airport Sta.	\$* 7.22	\$* 7.27	\$* 7.58	
<i>Grove</i>	7.29	7.33	8.05	
<i>Bowie</i>	7.36	7.40	8.12	
New Carrollton	7.39	7.44	D 8.20	
<i>Landover</i>	7.40	7.45	8.22	
<i>CP Avenue</i>	7.44	7.49	8.26	
Washington - Arr	A 7.47	A 7.52	A 8.30	
Washington - Dep				
	P.M.	P.M.	P.M.	P.M.

NEW YORK - PHILADELPHIA - WASHINGTON

	669 SaSu P.M.	193 M-F P.M.	☐ 2119 M-F P.M.	☐ 2225 Sun P.M.
New York	LV 5.18	LV 5.40	S 6.00	S 6.00
<i>A</i>	5.19	5.41	6.01	6.01
<i>Bergen</i>	5.24	5.46	6.05	6.05
<i>Portal</i>	5.28	5.49	6.08	6.08
<i>Swift</i>	5.29	5.50	6.09	6.09
Newark	R 5.34	S 5.56	R 6.14	R 6.14
<i>Hunter</i>	5.37	5.59	6.16	6.16
Newark Airport Sta.				
<i>Elmora</i>	5.40	6.02	6.19	6.19
<i>Union</i>	5.43	6.05	6.22	6.21
<i>Iselin</i>	5.45	6.07	6.24	6.24
Metropark				S 6.27
<i>Menlo</i>	5.46	6.08	6.25	6.28
<i>Lincoln</i>	5.49	6.11	6.26	6.31
New Brunswick				
<i>County</i>	5.53	6.15	6.29	6.34
<i>Midway</i>	5.58	6.19	6.33	6.38
Princeton Jct.				
<i>Ham</i>	6.05	6.26	6.40	6.45
<i>Fair</i>	6.06	6.27	6.40	6.45
Trenton	S 6.08			
<i>Morris</i>	6.10	6.28	6.41	6.46
<i>Grundy</i>	6.14	6.33	6.45	6.50
Cornwells Hts.		L 6.39		
<i>Holmes</i>	6.22	6.44	6.53	6.58
<i>Shore</i>	6.26	6.48	6.56	7.01
North Phila.				
<i>Lehigh</i>	6.29	6.51	6.58	7.03
<i>Zoo - Mantua</i>	6.31	6.53	7.01	7.06
Phila. 30th St. - Arr	S 6.36	S 6.57	S 7.05	S 7.10
Phila. 30th St. - Dep	S 6.55	S 7.00	S 7.07	S 7.12
<i>Phil</i>		7.03	7.10	7.15
<i>Baldwin</i>	To	7.08	7.14	7.19
<i>Hook</i>	HAR	7.11	7.17	7.22
<i>Holly</i>		7.13	7.19	7.24
<i>Landlith</i>		7.16	7.21	7.27
Wilmington		S 7.20	S 7.26	S 7.31
<i>Ragan</i>		7.23	7.29	7.34
<i>Davis</i>		7.28	7.35	7.40
Newark		S 7.30		
<i>Bacon</i>		7.42	7.41	7.46
<i>Perry</i>		7.49	7.45	7.50
<i>Grace</i>		7.51	7.46	7.51
Aberdeen		S 7.56		
<i>Bush</i>		8.00	7.51	7.56
<i>Wood</i>		8.01	7.53	7.58
<i>Gunpow</i>		8.03	7.55	8.00
<i>Biddle</i>		8.13	8.04	8.10
Baltimore - Arr		S 8.16	S 8.07	S 8.13
Baltimore - Dep		S 8.18	S 8.09	S 8.15
<i>Fulton</i>		8.22	8.13	8.19
BWI Marshall Airport Sta.		S* 8.31	S* 8.22	S* 8.27
<i>Grove</i>		8.38	8.29	8.33
<i>Bowie</i>		8.44	8.36	8.40
New Carrollton		D 8.51	8.39	8.43
<i>Landover</i>		8.53	8.40	8.45
<i>CP Avenue</i>		8.57	8.44	8.49
Washington - Arr		A 9.01	A 8.47	A 8.52
Washington - Dep				
	P.M.	P.M.	P.M.	P.M.

NEW YORK - PHILADELPHIA - WASHINGTON

	135 SaSu P.M.	137 M-F P.M.	655 M-F P.M.	57 SaSu P.M.
New York	LV 6.06	LV 6.21	LV 6.31	LV 6.56
<i>A</i>	6.07	6.22	6.32	6.57
<i>Bergen</i>	6.12	6.27	6.37	7.02
<i>Portal</i>	6.15	6.30	6.41	7.05
<i>Swift</i>	6.16	6.31	6.42	7.06
Newark	S 6.22	S 6.37	R 6.48	S 7.12
<i>Hunter</i>	6.25	6.40	6.51	7.16
Newark Airport Sta.	S 6.28	S 6.43		7.17
<i>Elmora</i>	6.31	6.47	6.54	7.22
<i>Union</i>	6.34	6.50	6.57	7.25
<i>Iselin</i>	6.38	6.52	6.59	7.28
Metropark	S 6.40	S 6.54		S 7.30
<i>Menlo</i>	6.41	6.56	7.00	7.31
<i>Lincoln</i>	6.45	6.58	7.04	7.35
New Brunswick				
<i>County</i>	6.49	7.02	7.08	7.39
<i>Midway</i>	6.53	7.06	7.12	7.43
Princeton Jct.				
<i>Ham</i>	7.00	7.13	7.19	7.50
<i>Fair</i>	7.01	7.14	7.20	7.51
Trenton	S 7.03	S 7.16	S 7.24	S 7.54
<i>Morris</i>	7.05	7.17	7.27	7.56
<i>Grundy</i>	7.09	7.21	7.32	8.00
Cornwells Hts.			D 7.39	
<i>Holmes</i>	7.17	7.29	7.44	8.09
<i>Shore</i>	7.21	7.33	7.48	8.13
North Phila.			D 7.51	
<i>Lehigh</i>	7.24	7.36	7.53	8.16
<i>Zoo - Mantua</i>	7.26	7.38	7.55	8.18
Phila. 30th St. - Arr	S 7.30	S 7.42	S 8.00	S 8.22
Phila. 30th St. - Dep	S 7.33	S 7.45	S 8.15	S 8.25
<i>Phil</i>	7.38	7.48		8.30
<i>Baldwin</i>	7.43	7.53	To	8.35
<i>Hook</i>	7.46	7.56	HAR	8.38
<i>Holly</i>	7.48	7.58		8.40
<i>Landlith</i>	7.51	8.01		8.43
Wilmington	S 7.55	S 8.05		S 8.46
<i>Ragan</i>	7.58	8.08		8.49
<i>Davis</i>	8.03	8.15		8.56
Newark	S 8.05			
<i>Bacon</i>	8.13	8.22		9.02
<i>Perry</i>	8.18	8.27		9.06
<i>Grace</i>	8.19	8.28		9.07
Aberdeen	S 8.24			
<i>Bush</i>	8.30	8.33		9.12
<i>Wood</i>	8.32	8.35		9.14
<i>Gunpow</i>	8.34	8.37		9.16
<i>Biddle</i>	8.43	8.46		9.29
Baltimore - Arr	S 8.46	S 8.49		S 9.31
Baltimore - Dep	S 8.48	S 8.51		S 9.33
<i>Fulton</i>	8.52	8.55		9.37
BWI Marshall Airport Sta.	S* 9.01	S* 9.04		S* 9.46
<i>Grove</i>	9.08	9.11		9.51
<i>Bowie</i>	9.15	9.17		9.57
New Carrollton	D 9.23	D 9.25		D 10.05
<i>Landover</i>	9.25	9.27		10.08
<i>CP Avenue</i>	9.31	9.31		10.12
Washington - Arr	A 9.35	A 9.35		A 10.15
Washington - Dep				
	P.M.	P.M.	P.M.	P.M.

NEW YORK - PHILADELPHIA - WASHINGTON

	☐ 2171 M-F P.M.	☐ 2257 Sun P.M.	55 M-F P.M.	671 SaSu P.M.
New York	\$ 7.00	\$ 7.00	LV 7.06	LV 7.16
<i>A</i>	7.01	7.01	7.07	7.17
<i>Bergen</i>	7.05	7.05	7.12	7.22
<i>Portal</i>	7.08	7.08	7.15	7.25
<i>Swift</i>	7.09	7.09	7.16	7.26
Newark	\$ 7.14	\$ 7.14	\$ 7.21	R 7.32
<i>Hunter</i>	7.16	7.16	7.24	7.34
Newark Airport Sta.				
<i>Elmora</i>	7.19	7.19	7.27	7.37
<i>Union</i>	7.22	7.21	7.30	7.40
<i>Iselin</i>	7.24	7.24	7.32	7.42
Metropark		\$ 7.27		
<i>Menlo</i>	7.25	7.28	7.33	7.43
<i>Lincoln</i>	7.26	7.31	7.37	7.45
New Brunswick				
<i>County</i>	7.29	7.34	7.41	7.49
<i>Midway</i>	7.33	7.38	7.45	7.54
Princeton Jct.				
<i>Ham</i>	7.40	7.45	7.52	8.02
<i>Fair</i>	7.40	7.45	7.53	8.03
Trenton			\$ 7.55	\$ 8.06
<i>Morris</i>	7.41	7.46	7.57	8.08
<i>Grundy</i>	7.45	7.50	8.01	8.12
Cornwells Hts.				
<i>Holmes</i>	7.53	7.58	8.09	8.20
<i>Shore</i>	7.56	8.01	8.13	8.24
North Phila.				
<i>Lehigh</i>	7.58	8.03	8.16	8.27
<i>Zoo - Mantua</i>	8.01	8.06	8.18	8.30
Phila. 30th St. - Arr	\$ 8.05	\$ 8.10	\$ 8.22	\$ 8.35
Phila. 30th St. - Dep	\$ 8.07	\$ 8.12	\$ 8.25	\$ 8.55
<i>Phil</i>	8.10	8.15	8.30	To HAR
<i>Baldwin</i>	8.14	8.19	8.35	
<i>Hook</i>	8.17	8.22	8.37	
<i>Holly</i>	8.19	8.24	8.39	
<i>Landlith</i>	8.21	8.27	8.43	
Wilmington	\$ 8.26	\$ 8.31	\$ 8.47	
<i>Ragan</i>	8.29	8.34	8.50	
<i>Davis</i>	8.35	8.40	8.55	
Newark				
<i>Bacon</i>	8.41	8.46	9.03	
<i>Perry</i>	8.45	8.50	9.07	
<i>Grace</i>	8.46	8.51	9.08	
Aberdeen				
<i>Bush</i>	8.51	8.56	9.15	
<i>Wood</i>	8.53	8.58	9.17	
<i>Gunpow</i>	8.55	9.00	9.19	
<i>Biddle</i>	9.04	9.10	9.31	
Baltimore - Arr	\$ 9.07	\$ 9.13	\$ 9.33	
Baltimore - Dep	\$ 9.09	\$ 9.15	\$ 9.35	
<i>Fulton</i>	9.13	9.19	9.39	
BWI Marshall Airport Sta.	\$* 9.22	\$* 9.27	\$* 9.48	
<i>Grove</i>	9.29	9.33	9.55	
<i>Bowie</i>	9.36	9.40	10.02	
New Carrollton	9.42	9.44	D 10.12	
<i>Landover</i>	9.43	9.45	10.13	
<i>CP Avenue</i>	9.47	9.49	10.17	
Washington - Arr	A 9.50	A 9.52	A 10.20	
Washington - Dep				
	P.M.	P.M.	P.M.	P.M.

NEW YORK - PHILADELPHIA - WASHINGTON

	165 SaSu P.M.	☐ 2259 Sun P.M.	☐ 175 M-F P.M.	☐ 2173 M-F P.M.
New York	LV 7.56	S 8.00	LV 8.01	S 8.15
<i>A</i>	7.57	8.01	8.02	8.16
<i>Bergen</i>	8.02	8.05	8.07	8.20
<i>Portal</i>	8.05	8.08	8.10	8.23
<i>Swift</i>	8.06	8.09	8.11	8.24
Newark	S 8.12	S 8.14	S 8.17	S 8.29
<i>Hunter</i>	8.15	8.16	8.20	8.31
Newark Airport Sta.	S 8.18		S 8.23	
<i>Elmora</i>	8.21	8.19	8.27	8.34
<i>Union</i>	8.24	8.21	8.30	8.37
<i>Iselin</i>	8.27	8.24	8.33	8.39
Metropark	S 8.30	S 8.27	S 8.35	
<i>Menlo</i>	8.31	8.28	8.36	8.40
<i>Lincoln</i>	8.35	8.31	8.38	8.41
New Brunswick				
<i>County</i>	8.39	8.34	8.42	8.44
<i>Midway</i>	8.43	8.38	8.46	8.48
Princeton Jct.				
<i>Ham</i>	8.50	8.45	8.53	8.55
<i>Fair</i>	8.51	8.45	8.54	8.55
Trenton	S 8.53		S 8.58	
<i>Morris</i>	8.55	8.46	9.00	8.56
<i>Grundy</i>	8.59	8.50	9.06	9.00
Cornwells Hts.				
<i>Holmes</i>	9.07	8.58	9.12	9.08
<i>Shore</i>	9.11	9.01	9.16	9.11
North Phila.				
<i>Lehigh</i>	9.14	9.03	9.19	9.13
<i>Zoo - Mantua</i>	9.16	9.06	9.21	9.16
Phila. 30th St. - Arr	S 9.20	S 9.10	S 9.25	S 9.20
Phila. 30th St. - Dep	S 9.23	S 9.12	S 9.28	S 9.22
<i>Phil</i>	9.28	9.15	9.33	9.25
<i>Baldwin</i>	9.33	9.19	9.38	9.29
<i>Hook</i>	9.36	9.22	9.41	9.32
<i>Holly</i>	9.38	9.24	9.43	9.34
<i>Landlith</i>	9.41	9.27	9.46	9.36
Wilmington	S 9.45	S 9.31	S 9.50	S 9.41
<i>Ragan</i>	9.48	9.34	9.53	9.44
<i>Davis</i>	9.55	9.40	10.00	9.50
Newark				
<i>Bacon</i>	10.02	9.46	10.07	9.56
<i>Perry</i>	10.07	9.50	10.12	10.00
<i>Grace</i>	10.08	9.51	10.13	10.01
Aberdeen				
<i>Bush</i>	10.13	9.56	10.18	10.06
<i>Wood</i>	10.15	9.58	10.20	10.08
<i>Gunpow</i>	10.17	10.00	10.22	10.10
<i>Biddle</i>	10.28	10.10	10.33	10.19
Baltimore - Arr	S 10.31	S 10.13	S 10.36	S 10.22
Baltimore - Dep	S 10.33	S 10.15	S 10.38	S 10.24
<i>Fulton</i>	10.37	10.19	10.42	10.28
BWI Marshall Airport Sta.	S* 10.46	S* 10.27	S* 10.51	S* 10.37
<i>Grove</i>	10.53	10.33	10.58	10.43
<i>Bowie</i>	11.00	10.40	11.05	10.50
New Carrollton	D 11.08	10.44	D 11.13	10.56
<i>Landover</i>	11.10	10.45	11.15	10.58
<i>CP Avenue</i>	11.16	10.49	11.21	11.02
Washington - Arr	A 11.20	A 10.52	A 11.25	A 11.05
Washington - Dep				
	P.M.	P.M.	P.M.	P.M.

NEW YORK - PHILADELPHIA - WASHINGTON

	187 M-F P.M.	123 Sun P.M.	167 Sat P.M.	139 Sun P.M.
New York	LV 9.06	LV 9.06	LV 9.06	LV 10.06
<i>A</i>	9.07	9.07	9.07	10.07
<i>Bergen</i>	9.12	9.12	9.12	10.12
<i>Portal</i>	9.15	9.15	9.15	10.15
<i>Swift</i>	9.16	9.16	9.16	10.16
Newark	S 9.22	R 9.22	S 9.22	S 10.22
<i>Hunter</i>	9.25	9.25	9.25	10.25
Newark Airport Sta.		S 9.27	S 9.27	S 10.28
<i>Elmora</i>	9.28	9.31	9.31	10.31
<i>Union</i>	9.32	9.36	9.36	10.35
<i>Iselin</i>	9.35	9.38	9.38	10.38
Metropark	S 9.37	S 9.40	S 9.40	S 10.40
<i>Menlo</i>	9.38	9.41	9.41	10.41
<i>Lincoln</i>	9.42	9.43	9.43	10.43
New Brunswick				
<i>County</i>	9.46	9.47	9.47	10.47
<i>Midway</i>	9.50	9.51	9.51	10.52
Princeton Jct.				
<i>Ham</i>	9.57	10.00	10.00	11.00
<i>Fair</i>	9.58	10.01	10.01	11.01
Trenton	S 10.00	S 10.03	S 10.03	S 11.03
<i>Morris</i>	10.02	10.05	10.05	11.05
<i>Grundy</i>	10.06	10.09	10.09	11.09
Cornwells Hts.				
<i>Holmes</i>	10.14	10.17	10.17	11.17
<i>Shore</i>	10.18	10.21	10.21	11.21
North Phila.				
<i>Lehigh</i>	10.21	10.24	10.24	11.24
<i>Zoo - Mantua</i>	10.23	10.26	10.26	11.26
Phila. 30th St. - Arr	S 10.27	S 10.30	S 10.30	S 11.30
Phila. 30th St. - Dep	S 10.30	S 10.33	S 10.33	S 11.33
<i>Phil</i>	10.35	10.38	10.38	11.36
<i>Baldwin</i>	10.40	10.43	10.43	11.43
<i>Hook</i>	10.43	10.46	10.46	11.46
<i>Holly</i>	10.45	10.48	10.48	11.48
<i>Landlith</i>	10.48	10.51	10.51	11.51
Wilmington	S 10.52	S 10.55	S 10.55	S 11.55
<i>Ragan</i>	10.55	10.58	10.58	11.58
<i>Davis</i>	11.02	11.03	11.05	12.03
Newark				
<i>Bacon</i>	11.09	11.10	11.12	12.10
<i>Perry</i>	11.14	11.15	11.17	12.15
<i>Grace</i>	11.15	11.16	11.18	12.16
Aberdeen				
<i>Bush</i>	11.20	11.23	11.23	12.23
<i>Wood</i>	11.22	11.25	11.25	12.25
<i>Gunpow</i>	11.24	11.27	11.27	12.27
<i>Biddle</i>	11.35	11.38	11.38	12.38
Baltimore - Arr	S 11.38	S 11.41	S 11.41	S 12.41
Baltimore - Dep	S 11.40	S 11.43	S 11.43	S 12.43
<i>Fulton</i>	11.44	11.47	11.47	12.47
BWI Marshall Airport Sta.	S* 11.53	S 11.56	S 11.56	S 12.55
<i>Grove</i>	12.00	12.01	12.03	1.00
<i>Bowie</i>	12.07	12.05	12.10	1.04
New Carrollton	D 12.15	D 12.10	D 12.18	1.08
<i>Landover</i>	12.17	12.12	12.20	1.09
<i>CP Avenue</i>	12.21	12.25	12.25	1.21
Washington - Arr	A 12.25	A 12.29	A 12.29	A 1.25
Washington - Dep				
	A.M.	A.M.	A.M.	A.M.

NEW YORK - PHILADELPHIA - WASHINGTON

	177 M-F P.M.	169 SaSu P.M.	639 M-F P.M.	637 Sun P.M.
New York	LV 10.06	LV 11.06	LV 11.16	LV 11.59
<i>A</i>	10.07	11.07	11.17	12.00
<i>Bergen</i>	10.12	11.12	11.22	12.05
<i>Portal</i>	10.15	11.15	11.25	12.08
<i>Swift</i>	10.16	11.16	11.26	12.09
Newark	S 10.22	S 11.22	R 11.32	R 12.15
<i>Hunter</i>	10.25	11.25	11.35	12.17
Newark Airport Sta.			S 11.37	
<i>Elmora</i>	10.30	11.28	11.41	12.20
<i>Union</i>	10.33	11.31	11.44	12.23
<i>Iselin</i>	10.35	11.35	11.46	12.25
Metropark	S 10.38	S 11.37	S 11.48	S 12.27
<i>Menlo</i>	10.39	11.38	11.49	12.28
<i>Lincoln</i>	10.43	11.42	11.51	12.30
New Brunswick				
<i>County</i>	10.47	11.46	11.55	12.34
<i>Midway</i>	10.51	11.50	12.00	12.39
Princeton Jct.				
<i>Ham</i>	10.58	11.57	12.08	12.47
<i>Fair</i>	10.59	11.58	12.09	12.48
Trenton	S 11.01	S 12.01	S 12.11	S 12.50
<i>Morris</i>	11.03	12.03	12.13	12.52
<i>Grundy</i>	11.07	12.07	12.19	12.56
Cornwells Hts.				
<i>Holmes</i>	11.15	12.15	12.27	1.04
<i>Shore</i>	11.19	12.19	12.31	1.10
North Phila.				
<i>Lehigh</i>	11.22	12.22	12.34	1.13
<i>Zoo - Mantua</i>	11.24	12.24	12.36	1.15
Phila. 30th St. - Arr	S 11.28	S 12.28	A 12.40	A 1.20
Phila. 30th St. - Dep	S 11.30	S 12.30		
<i>Phil</i>	11.33	12.35		
<i>Baldwin</i>	11.38	12.40		
<i>Hook</i>	11.41	12.43		
<i>Holly</i>	11.43	12.45		
<i>Landlith</i>	11.46	12.48		
Wilmington	S 11.50	S 12.52		
<i>Ragan</i>	11.53	12.55		
<i>Davis</i>	11.58	1.02		
Newark				
<i>Bacon</i>	12.08	1.09		
<i>Perry</i>	12.13	1.14		
<i>Grace</i>	12.14	1.15		
Aberdeen				
<i>Bush</i>	12.19	1.20		
<i>Wood</i>	12.21	1.22		
<i>Gunpow</i>	12.23	1.24		
<i>Biddle</i>	12.35	1.35		
Baltimore - Arr	S 12.38	S 1.38		
Baltimore - Dep	S 12.40	S 1.40		
<i>Fulton</i>	12.44	1.44		
BWI Marshall Airport Sta.	S* 12.53	S* 1.52		
<i>Grove</i>	1.00	1.59		
<i>Bowie</i>	1.07	2.06		
New Carrollton	D 1.15	2.13		
<i>Landover</i>	1.17	2.14		
<i>CP Avenue</i>	1.21	2.21		
Washington - Arr	A 1.25	A 2.25		
Washington - Dep				
	A.M.	A.M.	A.M.	A.M.

WASHINGTON - PHILADELPHIA - NEW YORK

	190 M-F A.M.	150 SaSu A.M.	110 M-F A.M.	☐ 2150 M-F A.M.
Washington -Arr				
Washington - Dep	LV 3.16	LV 3.16	LV 4.01	S 5.00
<i>CP Avenue</i>	3.20	3.20	4.04	5.03
<i>Landover</i>	3.24	3.24	4.09	5.07
New Carrollton	3.25	3.25	R 4.11	5.08
<i>Bowie</i>	3.29	3.29	4.16	5.11
<i>Grove</i>	3.35	3.35	4.21	5.15
BWI Marshall Airport Sta.			S 4.29	
<i>Bridge</i>	3.47	3.47	4.36	5.23
<i>Fulton</i>	3.48	3.48	4.37	5.24
Baltimore - Arr	S 3.53	S 3.53	S 4.42	S 5.29
Baltimore - Dep	S 3.55	S 3.55	S 4.45	S 5.30
<i>Biddle</i>	3.57	3.57	4.47	5.32
<i>Gunpow</i>	4.09	4.09	4.56	5.41
<i>Wood</i>	4.11	4.11	4.58	5.43
<i>Bush</i>	4.13	4.13	5.00	5.45
<i>Aberdeen</i>	S 4.19	S 4.19	5.03	
<i>Grace</i>	4.24	4.24	5.07	5.50
<i>Perry</i>	4.26	4.26	5.08	5.51
<i>Bacon</i>	4.31	4.31	5.13	5.56
<i>Newark</i>				
<i>Davis</i>	4.40	4.40	5.20	6.01
<i>Ragan</i>	4.44	4.44	5.24	6.06
Wilmington	S 4.50	S 4.50	S 5.30	S 6.11
<i>Landlith</i>	4.53	4.53	5.32	6.13
<i>Holly</i>	4.57	4.57	5.35	6.15
<i>Hook</i>	4.59	4.59	5.37	6.17
<i>Baldwin</i>	5.02	5.02	5.40	6.20
<i>Phil</i>	5.07	5.07	5.45	6.24
Phila. 30th St. - Arr	S 5.10	S 5.11	S 5.49	S 6.28
Phila. 30th St. - Dep	S 5.15	S 5.15	S 5.52	S 6.30
<i>Zoo - Mantua</i>	5.18	5.18	5.55	6.33
<i>Lehigh</i>	5.21	5.21	5.58	6.36
<i>North Phila.</i>			S 6.00	
<i>Shore</i>	5.24	5.24	6.02	6.39
<i>Holmes</i>	5.31	5.31	6.08	6.45
<i>Cornwells Hts.</i>			S* 6.14	
<i>Grundy</i>	5.38	5.37	6.19	6.51
<i>Morris</i>	5.41	5.41	6.23	6.54
Trenton	S 5.45	S 5.45	S 6.27	
<i>Fair</i>	5.46	5.46	6.27	6.55
<i>Ham</i>	5.47	5.47	6.28	6.55
<i>Princeton Jct.</i>				
<i>Midway</i>	5.54	5.54	6.35	7.02
<i>County</i>	5.58	5.58	6.39	7.06
<i>New Brunswick</i>				
<i>Lincoln</i>	6.01	6.01	6.43	7.10
<i>Menlo</i>	6.05	6.05	6.45	7.11
Metropark				
<i>Iselin</i>	6.06	6.06	6.46	7.12
<i>Union</i>	6.08	6.08	6.48	7.13
<i>Elmora</i>	6.11	6.11	6.51	7.16
<i>Newark Airport Sta.</i>	S 6.16	S 6.16		
<i>Hunter</i>	6.17	6.17	6.55	7.20
Newark	S 6.22	S 6.22	L 6.59	S 7.25
<i>Swift</i>	6.26	6.26	7.03	7.29
<i>Portal</i>	6.27	6.27	7.04	7.30
<i>Bergen</i>	6.30	6.30	7.07	7.32
<i>A</i>	6.39	6.39	7.16	7.41
New York	LV 6.40	LV 6.40	D 7.17	S 7.42
	A.M.	A.M.	A.M.	A.M.

WASHINGTON - PHILADELPHIA - NEW YORK

	170 M-F A.M.	640 M-F A.M.	180 M-F A.M.	160 SaSu A.M.
Washington -Arr				
Washington - Dep	LV 5.03		LV 5.31	LV 5.26
<i>CP Avenue</i>	5.07		5.34	5.30
<i>Landover</i>	5.11		5.38	5.34
New Carrollton	R 5.14		R 5.41	R 5.37
<i>Bowie</i>	5.19		5.47	5.43
<i>Grove</i>	5.23		5.51	5.47
BWI Marshall Airport Sta.	S 5.30		S 5.57	S 5.53
<i>Bridge</i>	5.37		6.04	6.01
<i>Fulton</i>	5.38		6.05	6.02
Baltimore - Arr	S 5.43		S 6.10	S 6.07
Baltimore - Dep	S 5.45		S 6.12	S 6.09
<i>Biddle</i>	5.47		6.14	6.11
<i>Gunpow</i>	5.56		6.24	6.21
<i>Wood</i>	5.58		6.26	6.23
<i>Bush</i>	6.00		6.28	6.25
<i>Aberdeen</i>			S 6.35	
<i>Grace</i>	6.07		6.39	6.32
<i>Perry</i>	6.08		6.41	6.34
<i>Bacon</i>	6.13		6.46	6.39
<i>Newark</i>				
<i>Davis</i>	6.19		6.52	6.45
<i>Ragan</i>	6.24		6.56	6.49
Wilmington	S 6.30		S 7.02	S 6.56
<i>Landlith</i>	6.33	From	7.05	6.59
<i>Holly</i>	6.36	HAR	7.09	7.02
<i>Hook</i>	6.38		7.11	7.04
<i>Baldwin</i>	6.41		7.14	7.07
<i>Phil</i>	6.46		7.19	7.12
Phila. 30th St. - Arr	S 6.49		S 7.22	S 7.15
Phila. 30th St. - Dep	S 6.52	S 7.00	S 7.25	S 7.18
<i>Zoo - Mantua</i>	6.55	7.04	7.28	7.21
<i>Lehigh</i>	6.58	7.07	7.31	7.24
<i>North Phila.</i>		S 7.10		
<i>Shore</i>	7.01	7.13	7.34	7.27
<i>Holmes</i>	7.07	7.17	7.40	7.33
<i>Cornwells Hts.</i>		S 7.22		
<i>Grundy</i>	7.13	7.27	7.46	7.40
<i>Morris</i>	7.17	7.31	7.49	7.43
Trenton	S 7.20	S 7.35		S 7.47
<i>Fair</i>	7.20	7.35	7.50	7.48
<i>Ham</i>	7.21	7.36	7.51	7.49
<i>Princeton Jct.</i>				
<i>Midway</i>	7.28	7.43	7.58	7.56
<i>County</i>	7.32	7.47	8.02	8.02
<i>New Brunswick</i>				
<i>Lincoln</i>	7.38	7.51	8.06	8.05
<i>Menlo</i>	7.40	7.53	8.09	8.07
Metropark				S* 8.10
<i>Iselin</i>	7.41	7.54	8.10	8.11
<i>Union</i>	7.43	7.56	8.12	8.13
<i>Elmora</i>	7.46	7.59	8.15	8.16
<i>Newark Airport Sta.</i>				S 8.21
<i>Hunter</i>	7.50	8.04	8.19	8.22
Newark	S 7.54	L 8.08	D 8.24	S 8.27
<i>Swift</i>	7.59	8.14	8.28	8.31
<i>Portal</i>	8.00	8.15	8.29	8.32
<i>Bergen</i>	8.03	8.20	8.32	8.35
<i>A</i>	8.12	8.29	8.41	8.44
New York	LV 8.13	D 8.30	D 8.42	LV 8.45
	A.M.	A.M.	A.M.	A.M.

WASHINGTON - PHILADELPHIA - NEW YORK

	☐ 2100 M-F A.M.	162 SaSu A.M.	☐ 2154 M-F A.M.	130 M-F A.M.
Washington -Arr				
Washington - Dep	S 6.00	LV 6.21	S 7.00	LV 6.36
<i>CP Avenue</i>	6.03	6.24	7.03	6.40
<i>Landover</i>	6.07	6.29	7.07	6.44
New Carrollton	6.08	R 6.32	7.08	R 6.47
<i>Bowie</i>	6.11	6.38	7.11	6.53
<i>Grove</i>	6.15	6.42	7.15	6.57
BWI Marshall Airport Sta.	S 6.21	S 6.48	S 7.21	S 7.03
<i>Bridge</i>	6.27	6.56	7.27	7.10
<i>Fulton</i>	6.28	6.57	7.28	7.11
Baltimore - Arr	S 6.33	S 7.02	S 7.33	S 7.16
Baltimore - Dep	S 6.34	S 7.04	S 7.34	S 7.18
<i>Biddle</i>	6.37	7.06	7.36	7.20
<i>Gunpow</i>	6.46	7.16	7.46	7.30
<i>Wood</i>	6.48	7.18	7.48	7.32
<i>Bush</i>	6.50	7.20	7.50	7.34
<i>Aberdeen</i>		S 7.28		S 7.39
<i>Grace</i>	6.55	7.31	7.55	7.42
<i>Perry</i>	6.56	7.32	7.56	7.43
<i>Bacon</i>	7.01	7.39	8.01	7.49
<i>Newark</i>				
<i>Davis</i>	7.06	7.45	8.06	7.55
<i>Ragan</i>	7.11	7.50	8.11	8.00
Wilmington	S 7.16	S 7.56	S 8.16	S 8.06
<i>Landlith</i>	7.18	7.59	8.18	8.09
<i>Holly</i>	7.20	8.02	8.20	8.12
<i>Hook</i>	7.22	8.04	8.22	8.14
<i>Baldwin</i>	7.25	8.07	8.25	8.17
<i>Phil</i>	7.29	8.12	8.29	8.22
Phila. 30th St. - Arr	S 7.33	S 8.15	S 8.33	S 8.27
Phila. 30th St. - Dep	S 7.35	S 8.18	S 8.35	S 8.30
<i>Zoo - Mantua</i>	7.38	8.21	8.38	8.34
<i>Lehigh</i>	7.41	8.24	8.41	8.38
<i>North Phila.</i>				
<i>Shore</i>	7.44	8.27	8.44	8.41
<i>Holmes</i>	7.50	8.33	8.50	8.47
<i>Cornwells Hts.</i>				
<i>Grundy</i>	7.56	8.40	8.56	8.53
<i>Morris</i>	7.59	8.43	8.59	8.57
Trenton		S 8.47		S 9.01
<i>Fair</i>	8.00	8.48	9.00	9.02
<i>Ham</i>	8.00	8.49	9.00	9.05
<i>Princeton Jct.</i>				
<i>Midway</i>	8.07	8.56	9.07	9.13
<i>County</i>	8.11	9.00	9.11	9.17
<i>New Brunswick</i>				
<i>Lincoln</i>	8.15	9.03	9.15	9.20
<i>Menlo</i>	8.16	9.05	9.16	9.22
Metropark		S 9.08		S 9.25
<i>Iselin</i>	8.17	9.09	9.17	9.26
<i>Union</i>	8.18	9.12	9.18	9.28
<i>Elmora</i>	8.21	9.15	9.21	9.31
<i>Newark Airport Sta.</i>				S 9.36
<i>Hunter</i>	8.25	9.19	9.25	9.37
Newark	D 8.30	S 9.23	S 9.30	L 9.41
<i>Swift</i>	8.34	9.27	9.35	9.45
<i>Portal</i>	8.35	9.28	9.36	9.46
<i>Bergen</i>	8.37	9.31	9.38	9.49
<i>A</i>	8.45	9.40	9.46	9.58
New York	D 8.46	LV 9.41	S 9.47	D 9.59
	A.M.	A.M.	A.M.	A.M.

WASHINGTON - PHILADELPHIA - NEW YORK

	54 SaSu A.M.	172 M-F A.M.	 2104 M-F A.M.	660 SaSu A.M.
Washington -Arr				
Washington - Dep	LV 7.31	LV 7.26	S 8.00	
<i>CP Avenue</i>	7.34	7.30	8.03	
<i>Landover</i>	7.39	7.34	8.07	
New Carrollton	R 7.42	R 7.37	8.08	
<i>Bowie</i>	7.47	7.43	8.11	
<i>Grove</i>	7.51	7.47	8.15	
BWI Marshall Airport Sta.	S 7.58	S 7.53	S 8.21	
<i>Bridge</i>	8.05	8.00	8.27	
<i>Fulton</i>	8.06	8.01	8.28	
Baltimore - Arr	S 8.11	S 8.06	S 8.33	
Baltimore - Dep	S 8.12	S 8.08	S 8.34	
<i>Biddle</i>	8.14	8.10	8.37	
<i>Gunpow</i>	8.24	8.20	8.46	
<i>Wood</i>	8.27	8.22	8.48	
<i>Bush</i>	8.28	8.26	8.50	
<i>Aberdeen</i>	8.31			
<i>Grace</i>	8.33	8.32	8.55	
<i>Perry</i>	8.35	8.33	8.56	
<i>Bacon</i>	8.40	8.38	9.01	
<i>Newark</i>				
<i>Davis</i>	8.46	8.44	9.06	
<i>Ragan</i>	8.50	8.49	9.11	
Wilmington	S 8.56	S 8.55	S 9.16	From HAR
<i>Landlith</i>	8.59	8.58	9.18	
<i>Holly</i>	9.03	9.02	9.20	
<i>Hook</i>	9.05	9.04	9.22	
<i>Baldwin</i>	9.08	9.07	9.25	
<i>Phil</i>	9.13	9.12	9.29	
Phila. 30th St. - Arr	S 9.17	S 9.15	S 9.33	
Phila. 30th St. - Dep	S 9.20	S 9.18	S 9.35	S 9.23
<i>Zoo - Mantua</i>	9.23	9.21	9.38	9.27
<i>Lehigh</i>	9.26	9.24	9.41	9.30
<i>North Phila.</i>				
<i>Shore</i>	9.29	9.27	9.44	9.35
<i>Holmes</i>	9.35	9.33	9.50	9.39
<i>Cornwells Hts.</i>				
<i>Grundy</i>	9.42	9.39	9.56	9.45
<i>Morris</i>	9.45	9.43	9.59	9.49
Trenton	S 9.49	S 9.46		S* 9.52
<i>Fair</i>	9.49	9.47	10.00	9.52
<i>Ham</i>	9.50	9.48	10.00	9.53
<i>Princeton Jct.</i>				S 10.00
<i>Midway</i>	9.57	9.55	10.07	10.05
<i>County</i>	10.01	9.59	10.11	10.09
<i>New Brunswick</i>				
<i>Lincoln</i>	10.05	10.02	10.15	10.12
<i>Menlo</i>	10.07	10.04	10.16	10.14
Metropark	S 10.10	S 10.07		
<i>Iselin</i>	10.11	10.08	10.17	10.16
<i>Union</i>	10.13	10.12	10.18	10.18
<i>Elmora</i>	10.16	10.15	10.21	10.21
<i>Newark Airport Sta.</i>		S 10.20		L 10.25
<i>Hunter</i>	10.20	10.21	10.25	10.27
Newark	S 10.25	S 10.26	D 10.30	L 10.31
<i>Swift</i>	10.29	10.30	10.34	10.35
<i>Portal</i>	10.30	10.31	10.35	10.36
<i>Bergen</i>	10.33	10.34	10.37	10.39
<i>A</i>	10.42	10.43	10.45	10.48
New York	LV 10.43	LV 10.44	D 10.46	D 10.49
	A.M.	A.M.	A.M.	A.M.

WASHINGTON - PHILADELPHIA - NEW YORK

	642 M-F A.M.	56 M-F A.M.	 98 Daily A.M.	152 SaSu A.M.
Washington -Arr			D 7.46	
Washington - Dep		LV 8.11	D 8.06	LV 8.21
<i>CP Avenue</i>		8.14	8.10	8.24
<i>Landover</i>		8.18	8.15	8.29
New Carrollton		R 8.20	8.16	R 8.32
<i>Bowie</i>		8.25	8.20	8.38
<i>Grove</i>		8.29	8.26	8.42
BWI Marshall Airport Sta.		S 8.35		S 8.48
<i>Bridge</i>		8.42	8.35	8.56
<i>Fulton</i>		8.43	8.36	8.57
Baltimore - Arr		S 8.48	D 8.41	S 9.02
Baltimore - Dep		S 8.50	D 8.45	S 9.04
<i>Biddle</i>		8.52	8.47	9.06
<i>Gunpow</i>		9.01	8.58	9.16
<i>Wood</i>		9.03	9.00	9.18
<i>Bush</i>		9.05	9.02	9.20
<i>Aberdeen</i>				S 9.28
<i>Grace</i>		9.10	9.08	9.31
<i>Perry</i>		9.12	9.10	9.32
<i>Bacon</i>		9.17	9.15	9.39
<i>Newark</i>				
<i>Davis</i>		9.23	9.23	9.45
<i>Ragan</i>		9.29	9.32	9.50
Wilmington		S 9.35	D 9.39	S 9.56
<i>Landlith</i>	From HAR	9.38	9.41	9.59
<i>Holly</i>		9.41	9.44	10.02
<i>Hook</i>		9.43	9.46	10.04
<i>Baldwin</i>		9.46	9.50	10.07
<i>Phil</i>		9.51	9.55	10.12
Phila. 30th St. - Arr		S 9.55	D 10.00	S 10.15
Phila. 30th St. - Dep	S 9.45	S 9.58	D 10.05	S 10.18
<i>Zoo - Mantua</i>	9.49	10.01	10.10	10.21
<i>Lehigh</i>	9.52	10.05	10.14	10.24
<i>North Phila.</i>				
<i>Shore</i>	9.56	10.08	10.17	10.27
<i>Holmes</i>	10.00	10.14	10.22	10.33
<i>Cornwells Hts.</i>				
<i>Grundy</i>	10.06	10.20	10.29	10.40
<i>Morris</i>	10.10	10.24	10.33	10.43
Trenton	S 10.12	S 10.27	D 10.39	S 10.47
<i>Fair</i>	10.12	10.27	10.40	10.48
<i>Ham</i>	10.13	10.28	10.41	10.49
<i>Princeton Jct.</i>				
<i>Midway</i>	10.20	10.35	10.49	10.56
<i>County</i>	10.25	10.39	10.54	11.00
<i>New Brunswick</i>				
<i>Lincoln</i>	10.29	10.43	10.59	11.03
<i>Menlo</i>	10.31	10.45	11.01	11.05
Metropark				S 11.08
<i>Iselin</i>	10.32	10.46	11.02	11.09
<i>Union</i>	10.34	10.49	11.04	11.11
<i>Elmora</i>	10.38	10.52	11.06	11.14
<i>Newark Airport Sta.</i>				L 11.19
<i>Hunter</i>	10.42	10.57	11.10	11.20
Newark	L 10.46	S 11.02	D 11.16	D 11.25
<i>Swift</i>	10.50	11.06	11.20	11.29
<i>Portal</i>	10.51	11.07	11.21	11.30
<i>Bergen</i>	10.54	11.10	11.27	11.33
<i>A</i>	11.03	11.19	11.35	11.42
New York	D 11.04	LV 11.20	D 11.36	D 11.43
	A.M.	A.M.	A.M.	A.M.

WASHINGTON - PHILADELPHIA - NEW YORK

	☐ 2158 M-F A.M.	☐ 2250 SaSu A.M.	662 Sat A.M.	86 M-F A.M.
Washington -Arr				LV 8.15
Washington - Dep	S 9.00	S 9.00		LV 8.36
<i>CP Avenue</i>	9.03	9.03		8.39
<i>Landover</i>	9.07	9.07		8.43
New Carrollton	9.08	9.08		S 8.46
<i>Bowie</i>	9.11	9.11		8.52
<i>Grove</i>	9.15	9.15		8.56
BWI Marshall Airport Sta.	S 9.21	S 9.21		S 9.03
<i>Bridge</i>	9.27	9.27		9.10
<i>Fulton</i>	9.28	9.28		9.12
Baltimore - Arr	S 9.33	S 9.33		S 9.17
Baltimore - Dep	S 9.34	S 9.34		S 9.19
<i>Biddle</i>	9.37	9.37		9.21
<i>Gunpow</i>	9.46	9.46		9.31
<i>Wood</i>	9.48	9.50		9.33
<i>Bush</i>	9.50	9.52		9.35
<i>Aberdeen</i>				
<i>Grace</i>	9.55	9.57		9.40
<i>Perry</i>	9.56	9.58		9.42
<i>Bacon</i>	10.01	10.03		9.47
<i>Newark</i>				
<i>Davis</i>	10.06	10.08		9.53
<i>Ragan</i>	10.11	10.13		9.57
Wilmington	S 10.16	S 10.18		S 10.04
<i>Landlith</i>	10.18	10.20	From HAR	10.07
<i>Holly</i>	10.20	10.22		10.11
<i>Hook</i>	10.22	10.24		10.13
<i>Baldwin</i>	10.25	10.27		10.16
<i>Phil</i>	10.29	10.31		10.21
Phila. 30th St. - Arr	S 10.33	S 10.35		S 10.24
Phila. 30th St. - Dep	S 10.35	S 10.37	S 10.30	S 10.27
<i>Zoo - Mantua</i>	10.38	10.40	10.34	10.30
<i>Lehigh</i>	10.41	10.43	10.37	10.33
<i>North Phila.</i>				
<i>Shore</i>	10.44	10.46	10.42	10.36
<i>Holmes</i>	10.50	10.52	10.46	10.42
<i>Cornwells Hts.</i>				
<i>Grundy</i>	10.56	10.58	10.52	10.48
<i>Morris</i>	10.59	11.01	10.56	10.52
Trenton			S* 11.00	S 10.55
<i>Fair</i>	11.00	11.02	11.01	10.56
<i>Ham</i>	11.00	11.02	11.03	10.57
<i>Princeton Jct.</i>				
<i>Midway</i>	11.07	11.09	11.12	11.06
<i>County</i>	11.11	11.13	11.16	11.12
<i>New Brunswick</i>				
<i>Lincoln</i>	11.15	11.17	11.20	11.18
<i>Menlo</i>	11.16	11.18	11.24	11.21
Metropark		S* 11.21		S 11.24
<i>Iselin</i>	11.17	11.22	11.25	11.25
<i>Union</i>	11.18	11.24	11.27	11.29
<i>Elmora</i>	11.21	11.27	11.30	11.32
<i>Newark Airport Sta.</i>				
<i>Hunter</i>	11.25	11.31	11.34	11.36
Newark	S 11.30	S 11.36	L 11.39	S 11.41
<i>Swift</i>	11.34	11.40	11.43	11.45
<i>Portal</i>	11.35	11.41	11.44	11.46
<i>Bergen</i>	11.37	11.43	11.47	11.49
<i>A</i>	11.45	11.51	11.55	11.58
New York	S 11.46	S 11.52	D 11.56	LV 11.59
	A.M.	A.M.	A.M.	A.M.

WASHINGTON - PHILADELPHIA - NEW YORK

	644 M-F A.M.	184 M-F A.M.	164 SaSu A.M.	☐ 2160 M-F A.M.
Washington -Arr				
Washington - Dep		LV 9.26	LV 9.26	S 10.00
<i>CP Avenue</i>		9.29	9.30	10.03
<i>Landover</i>		9.33	9.35	10.07
New Carrollton		R 9.36	R 9.37	10.08
<i>Bowie</i>		9.42	9.43	10.11
<i>Grove</i>		9.46	9.47	10.15
BWI Marshall Airport Sta.		S 9.53	S 9.53	S 10.21
<i>Bridge</i>		10.00	10.02	10.27
<i>Fulton</i>		10.01	10.03	10.28
Baltimore - Arr		S 10.06	S 10.08	S 10.33
Baltimore - Dep		S 10.08	S 10.10	S 10.34
<i>Biddle</i>		10.10	10.12	10.37
<i>Gunpow</i>		10.22	10.23	10.46
<i>Wood</i>		10.24	10.25	10.48
<i>Bush</i>		10.26	10.27	10.50
<i>Aberdeen</i>				
<i>Grace</i>		10.31	10.32	10.55
<i>Perry</i>		10.33	10.34	10.56
<i>Bacon</i>		10.38	10.39	11.01
<i>Newark</i>				
<i>Davis</i>		10.44	10.45	11.06
<i>Ragan</i>		10.49	10.49	11.11
Wilmington		S 10.55	S 10.56	S 11.16
<i>Landlith</i>	From HAR	10.58	10.59	11.18
<i>Holly</i>		11.01	11.02	11.20
<i>Hook</i>		11.03	11.04	11.22
<i>Baldwin</i>		11.06	11.07	11.25
<i>Phil</i>		11.11	11.12	11.29
Phila. 30th St. - Arr		S 11.14	S 11.15	S 11.33
Phila. 30th St. - Dep	S 10.55	S 11.17	S 11.18	S 11.35
<i>Zoo - Mantua</i>	10.59	11.20	11.21	11.38
<i>Lehigh</i>	11.02	11.23	11.24	11.41
<i>North Phila.</i>				
<i>Shore</i>	11.07	11.26	11.29	11.44
<i>Holmes</i>	11.11	11.32	11.33	11.50
<i>Cornwells Hts.</i>				
<i>Grundy</i>	11.17	11.39	11.40	11.56
<i>Morris</i>	11.21	11.42	11.43	11.59
Trenton	S 11.23	S 11.46	S 11.47	
<i>Fair</i>	11.23	11.47	11.48	12.00
<i>Ham</i>	11.25	11.48	11.49	12.00
<i>Princeton Jct.</i>				
<i>Midway</i>	11.32	11.55	11.56	12.07
<i>County</i>	11.36	11.59	12.00	12.11
<i>New Brunswick</i>				
<i>Lincoln</i>	11.39	12.02	12.03	12.15
<i>Menlo</i>	11.41	12.04	12.05	12.16
Metropark		S 12.07	S 12.08	
<i>Iselin</i>	11.44	12.08	12.09	12.17
<i>Union</i>	11.46	12.12	12.13	12.18
<i>Elmora</i>	11.49	12.15	12.16	12.21
<i>Newark Airport Sta.</i>			S 12.21	
<i>Hunter</i>	11.53	12.19	12.22	12.25
Newark	L 11.57	L 12.23	S 12.27	S 12.30
<i>Swift</i>	12.01	12.27	12.31	12.34
<i>Portal</i>	12.02	12.28	12.32	12.35
<i>Bergen</i>	12.05	12.31	12.36	12.37
<i>A</i>	12.14	12.40	12.45	12.45
New York	D 12.15	D 12.41	LV 12.46	S 12.46
	P.M.	P.M.	P.M.	P.M.

WASHINGTON - PHILADELPHIA - NEW YORK

	664 SaSu A.M.	☐ 2208 Sun A.M.	646 M-F A.M.	174 M-F A.M.
Washington -Arr				
Washington - Dep		S 10.00		LV 10.26
<i>CP Avenue</i>		10.03		10.30
<i>Landover</i>		10.07		10.34
New Carrollton		10.08		R 10.37
<i>Bowie</i>		10.11		10.43
<i>Grove</i>		10.15		10.47
BWI Marshall Airport Sta.		S 10.21		S 10.53
<i>Bridge</i>		10.27		11.02
<i>Fulton</i>		10.28		11.03
Baltimore - Arr		S 10.33		S 11.08
Baltimore - Dep		S 10.34		S 11.10
<i>Biddle</i>		10.37		11.12
<i>Gunpow</i>		10.46		11.22
<i>Wood</i>		10.50		11.24
<i>Bush</i>		10.52		11.26
<i>Aberdeen</i>				
<i>Grace</i>		10.57		11.31
<i>Perry</i>		10.58		11.33
<i>Bacon</i>		11.03		11.38
<i>Newark</i>				
<i>Davis</i>		11.08		11.44
<i>Ragan</i>		11.13		11.49
Wilmington		S 11.18		S 11.55
<i>Landlith</i>	From	11.20	From	11.58
<i>Holly</i>	HAR	11.22	HAR	12.02
<i>Hook</i>		11.24		12.04
<i>Baldwin</i>		11.27		12.07
<i>Phil</i>		11.31		12.12
Phila. 30th St. - Arr		S 11.35		S 12.15
Phila. 30th St. - Dep	S 11.25	S 11.37	S 11.45	S 12.18
<i>Zoo - Mantua</i>	11.29	11.40	11.48	12.21
<i>Lehigh</i>	11.32	11.43	11.53	12.24
<i>North Phila.</i>				
<i>Shore</i>	11.35	11.46	11.56	12.29
<i>Holmes</i>	11.41	11.52	12.00	12.33
<i>Cornwells Hts.</i>				
<i>Grundy</i>	11.47	11.58	12.06	12.39
<i>Morris</i>	11.51	12.01	12.10	12.43
Trenton	S* 11.55		S 12.13	S 12.46
<i>Fair</i>	11.55	12.02	12.13	12.47
<i>Ham</i>	11.56	12.02	12.14	12.48
<i>Princeton Jct.</i>				
<i>Midway</i>	12.03	12.09	12.21	12.55
<i>County</i>	12.07	12.13	12.25	12.59
<i>New Brunswick</i>				
<i>Lincoln</i>	12.11	12.17	12.29	1.02
<i>Menlo</i>	12.13	12.18	12.31	1.04
Metropark		D 12.21		S 1.07
<i>Iselin</i>	12.14	12.22	12.32	1.08
<i>Union</i>	12.17	12.24	12.36	1.10
<i>Elmora</i>	12.20	12.27	12.39	1.13
<i>Newark Airport Sta.</i>				S 1.20
<i>Hunter</i>	12.26	12.31	12.43	1.21
Newark	L 12.30	D 12.36	L 12.47	S 1.26
<i>Swift</i>	12.34	12.43	12.51	1.30
<i>Portal</i>	12.36	12.44	12.52	1.31
<i>Bergen</i>	12.39	12.46	12.55	1.34
<i>A</i>	12.48	12.54	1.04	1.43
New York	D 12.49	D 12.55	D 1.05	LV 1.44
	P.M.	P.M.	P.M.	P.M.

WASHINGTON - PHILADELPHIA - NEW YORK

	154 Sun A.M.	82 Sat A.M.	☐ 2110 M-F A.M.	☐ 2252 Sun A.M.
Washington -Arr		LV 9.45		
Washington - Dep	LV 10.21	LV 10.21	S 11.00	S 11.00
<i>CP Avenue</i>	10.24	10.25	11.03	11.03
<i>Landover</i>	10.29	10.30	11.07	11.07
New Carrollton	R 10.32	S 10.32	11.08	11.08
<i>Bowie</i>	10.38	10.38	11.11	11.11
<i>Grove</i>	10.42	10.42	11.15	11.15
BWI Marshall Airport Sta.	S 10.48	S 10.48	S 11.21	S 11.21
<i>Bridge</i>	10.56	10.56	11.27	11.27
<i>Fulton</i>	10.57	10.57	11.28	11.28
Baltimore - Arr	S 11.02	S 11.02	S 11.33	S 11.33
Baltimore - Dep	S 11.04	S 11.04	S 11.34	S 11.34
<i>Biddle</i>	11.06	11.06	11.37	11.37
<i>Gunpow</i>	11.16	11.16	11.46	11.46
<i>Wood</i>	11.18	11.18	11.48	11.50
<i>Bush</i>	11.20	11.20	11.50	11.52
Aberdeen	S 11.28	S 11.28		
<i>Grace</i>	11.31	11.31	11.55	11.57
<i>Perry</i>	11.32	11.32	11.56	11.58
<i>Bacon</i>	11.37	11.37	12.01	12.03
<i>Newark</i>				
<i>Davis</i>	11.43	11.43	12.06	12.08
<i>Ragan</i>	11.50	11.50	12.11	12.13
Wilmington	S 11.56	S 11.56	S 12.16	S 12.18
<i>Landlith</i>	11.59	11.59	12.18	12.20
<i>Holly</i>	12.02	12.02	12.20	12.22
<i>Hook</i>	12.04	12.04	12.22	12.24
<i>Baldwin</i>	12.07	12.07	12.25	12.27
<i>Phil</i>	12.12	12.12	12.29	12.31
Phila. 30th St. - Arr	S 12.15	S 12.15	S 12.33	S 12.35
Phila. 30th St. - Dep	S 12.18	S 12.18	S 12.35	S 12.37
<i>Zoo - Mantua</i>	12.21	12.21	12.38	12.40
<i>Lehigh</i>	12.24	12.24	12.41	12.43
<i>North Phila.</i>				
<i>Shore</i>	12.29	12.29	12.44	12.46
<i>Holmes</i>	12.33	12.33	12.50	12.52
<i>Cornwells Hts.</i>				
<i>Grundy</i>	12.40	12.40	12.56	12.58
<i>Morris</i>	12.43	12.43	12.59	1.01
Trenton	S 12.47	S 12.47		
<i>Fair</i>	12.48	12.48	1.00	1.02
<i>Ham</i>	12.49	12.49	1.00	1.02
<i>Princeton Jct.</i>				
<i>Midway</i>	12.56	12.56	1.07	1.09
<i>County</i>	1.00	1.00	1.11	1.13
<i>New Brunswick</i>				
<i>Lincoln</i>	1.03	1.03	1.15	1.17
<i>Menlo</i>	1.05	1.05	1.16	1.18
Metropark	S 1.08	S 1.08		S* 1.21
<i>Iselin</i>	1.09	1.09	1.17	1.22
<i>Union</i>	1.11	1.11	1.18	1.24
<i>Elmora</i>	1.14	1.14	1.21	1.27
<i>Newark Airport Sta.</i>	L 1.19	S 1.19		
<i>Hunter</i>	1.20	1.20	1.25	1.31
Newark	L 1.25	S 1.25	D 1.30	S 1.36
<i>Swift</i>	1.31	1.31	1.34	1.40
<i>Portal</i>	1.32	1.32	1.35	1.41
<i>Bergen</i>	1.35	1.35	1.37	1.43
<i>A</i>	1.44	1.44	1.45	1.51
New York	D 1.45	LV 1.45	D 1.46	S 1.52
	P.M.	P.M.	P.M.	P.M.

WASHINGTON - PHILADELPHIA - NEW YORK

	 20 Daily A.M.	84 M-F A.M.	648 M-F P.M.	88 SaSu A.M.
Washington -Arr	D 9.46	LV 10.15		LV 10.50
Washington - Dep	D 10.35	LV 11.03		LV 11.26
<i>CP Avenue</i>	10.39	11.07		11.30
<i>Landover</i>	10.44	11.11		11.35
New Carrollton	10.45	S 11.13		S 11.37
<i>Bowie</i>	10.49	11.19		11.43
<i>Grove</i>	10.55	11.23		11.47
BWI Marshall Airport Sta.		S 11.29		S 11.53
<i>Bridge</i>	11.06	11.36		12.01
<i>Fulton</i>	11.07	11.37		12.02
Baltimore - Arr	D 11.12	S 11.42		S 12.07
Baltimore - Dep	D 11.15	S 11.44		S 12.09
<i>Biddle</i>	11.17	11.46		12.11
<i>Gunpow</i>	11.28	11.58		12.23
<i>Wood</i>	11.30	12.00		12.25
<i>Bush</i>	11.32	12.02		12.27
<i>Aberdeen</i>				
<i>Grace</i>	11.38	12.07		12.32
<i>Perry</i>	11.39	12.09		12.34
<i>Bacon</i>	11.45	12.14		12.39
<i>Newark</i>				
<i>Davis</i>	11.52	12.20		12.45
<i>Ragan</i>	11.57	12.25		12.49
Wilmington	D 12.04	S 12.31		S 12.56
<i>Landlith</i>	12.07	12.34	From HAR	12.59
<i>Holly</i>	12.10	12.38		1.02
<i>Hook</i>	12.12	12.40		1.04
<i>Baldwin</i>	12.15	12.43		1.07
<i>Phil</i>	12.21	12.48		1.12
Phila. 30th St. - Arr	D 12.25	S 12.51		S 1.15
Phila. 30th St. - Dep	D 12.30	S 12.54	S 1.00	S 1.18
<i>Zoo - Mantua</i>	12.34	12.57	1.04	1.21
<i>Lehigh</i>	12.38	1.00	1.08	1.24
<i>North Phila.</i>				
<i>Shore</i>	12.41	1.03	1.11	1.27
<i>Holmes</i>	12.47	1.09	1.15	1.33
<i>Cornwells Hts.</i>				
<i>Grundy</i>	12.54	1.15	1.21	1.40
<i>Morris</i>	12.58	1.19	1.25	1.43
Trenton	D 1.03	S 1.22	S 1.27	S 1.47
<i>Fair</i>	1.04	1.23	1.28	1.48
<i>Ham</i>	1.05	1.24	1.29	1.49
<i>Princeton Jct.</i>				
<i>Midway</i>	1.13	1.31	1.36	1.56
<i>County</i>	1.19	1.35	1.40	2.00
<i>New Brunswick</i>				
<i>Lincoln</i>	1.25	1.38	1.44	2.03
<i>Menlo</i>	1.28	1.40	1.47	2.05
Metropark		S 1.43		S 2.08
<i>Iselin</i>	1.30	1.45	1.48	2.09
<i>Union</i>	1.32	1.47	1.50	2.11
<i>Elmora</i>	1.35	1.50	1.54	2.14
<i>Newark Airport Sta.</i>				S 2.19
<i>Hunter</i>	1.39	1.55	1.58	2.20
Newark	D 1.45	S 1.59	L 2.03	S 2.25
<i>Swift</i>	1.49	2.03	2.07	2.31
<i>Portal</i>	1.50	2.07	2.09	2.32
<i>Bergen</i>	* 1.53	2.10	2.12	2.35
<i>A</i>	2.01	2.19	2.21	2.44
New York	D 2.02	D 2.20	D 2.22	LV 2.45
	P.M.	P.M.	P.M.	P.M.

* NOTE: 20 ARRIVES NEW YORK 2.31PM ON WEEKENDS

WASHINGTON - PHILADELPHIA - NEW YORK

	☐ 2164 M-F P.M.	☐ 2212 SaSu P.M.	666 SaSu P.M.	176 M-F A.M.
Washington -Arr				LV 11.20
Washington - Dep	\$ 12.00	\$ 12.00		LV 12.06
<i>CP Avenue</i>	12.03	12.03		12.10
<i>Landover</i>	12.07	12.07		12.14
New Carrollton	12.08	12.08		\$ 12.16
<i>Bowie</i>	12.11	12.11		12.22
<i>Grove</i>	12.15	12.15		12.26
BWI Marshall Airport Sta.		\$ 12.21		\$ 12.32
<i>Bridge</i>	12.23	12.27		12.39
<i>Fulton</i>	12.24	12.28		12.40
Baltimore - Arr	\$ 12.29	\$ 12.33		\$ 12.45
Baltimore - Dep	\$ 12.30	\$ 12.34		\$ 12.47
<i>Biddle</i>	12.32	12.37		12.49
<i>Gunpow</i>	12.41	12.46		1.01
<i>Wood</i>	12.43	12.50		1.03
<i>Bush</i>	12.45	12.52		1.05
<i>Aberdeen</i>				
<i>Grace</i>	12.50	12.57		1.10
<i>Perry</i>	12.51	12.58		1.12
<i>Bacon</i>	12.56	1.03		1.17
<i>Newark</i>				
<i>Davis</i>	1.01	1.08		1.23
<i>Ragan</i>	1.06	1.13		1.28
Wilmington	\$ 1.11	\$ 1.18		\$ 1.34
<i>Landlith</i>	1.13	1.20	From HAR	1.37
<i>Holly</i>	1.15	1.22		1.40
<i>Hook</i>	1.17	1.24		1.42
<i>Baldwin</i>	1.20	1.27		1.45
<i>Phil</i>	1.24	1.31		1.50
Phila. 30th St. - Arr	\$ 1.28	\$ 1.35		\$ 1.53
Phila. 30th St. - Dep	\$ 1.30	\$ 1.37	\$ 1.30	\$ 1.56
<i>Zoo - Mantua</i>	1.33	1.40	1.34	1.59
<i>Lehigh</i>	1.36	1.43	1.37	2.03
<i>North Phila.</i>				
<i>Shore</i>	1.39	1.46	1.42	2.08
<i>Holmes</i>	1.45	1.52	1.46	2.12
<i>Cornwells Hts.</i>				
<i>Grundy</i>	1.51	1.58	1.52	2.18
<i>Morris</i>	1.54	2.01	1.56	2.22
Trenton			\$ 2.00	\$ 2.25
<i>Fair</i>	1.55	2.02	2.00	2.26
<i>Ham</i>	1.55	2.02	2.02	2.27
<i>Princeton Jct.</i>				
<i>Midway</i>	2.02	2.09	2.11	2.34
<i>County</i>	2.06	2.13	2.16	2.38
<i>New Brunswick</i>				
<i>Lincoln</i>	2.10	2.17	2.20	2.41
<i>Menlo</i>	2.11	2.18	2.22	2.43
Metropark	\$* 2.14	D 2.21		\$ 2.46
<i>Iselin</i>	2.15	2.22	2.24	2.47
<i>Union</i>	2.17	2.24	2.28	2.49
<i>Elmora</i>	2.20	2.27	2.31	2.52
<i>Newark Airport Sta.</i>				
<i>Hunter</i>	2.24	2.31	2.35	2.56
Newark	\$ 2.29	D 2.36	L 2.39	\$ 3.00
<i>Swift</i>	2.33	2.43	2.45	3.04
<i>Portal</i>	2.34	2.44	2.46	3.05
<i>Bergen</i>	2.36	2.46	2.49	3.08
<i>A</i>	2.44	2.54	2.56	3.17
New York	\$ 2.45	D 2.55	D 2.57	LV 3.18
	P.M.	P.M.	P.M.	P.M.

WASHINGTON - PHILADELPHIA - NEW YORK

	650 M-F P.M.	140 SaSu P.M.	☐ 2166 M-F P.M.	☐ 2254 Sun P.M.
Washington -Arr				
Washington - Dep		LV 12.26	S 1.00	S 1.00
<i>CP Avenue</i>		12.29	1.03	1.03
<i>Landover</i>		12.34	1.07	1.07
New Carrollton		R 12.37	1.08	1.08
<i>Bowie</i>		12.44	1.11	1.11
<i>Grove</i>		12.48	1.15	1.15
BWI Marshall Airport Sta.		S 12.54		S 1.21
<i>Bridge</i>		1.01	1.23	1.27
<i>Fulton</i>		1.02	1.24	1.28
Baltimore - Arr		S 1.07	S 1.29	S 1.33
Baltimore - Dep		S 1.09	S 1.30	S 1.34
<i>Biddle</i>		1.11	1.32	1.37
<i>Gunpow</i>		1.23	1.41	1.46
<i>Wood</i>		1.25	1.43	1.50
<i>Bush</i>		1.27	1.45	1.52
<i>Aberdeen</i>				
<i>Grace</i>		1.32	1.50	1.57
<i>Perry</i>		1.34	1.51	1.58
<i>Bacon</i>		1.39	1.56	2.03
<i>Newark</i>				
<i>Davis</i>		1.45	2.01	2.08
<i>Ragan</i>		1.49	2.06	2.13
Wilmington		S 1.56	S 2.11	S 2.18
<i>Landlith</i>	From	1.59	2.13	2.20
<i>Holly</i>	HAR	2.02	2.15	2.22
<i>Hook</i>		2.04	2.17	2.24
<i>Baldwin</i>		2.07	2.20	2.27
<i>Phil</i>		2.12	2.24	2.31
Phila. 30th St. - Arr		S 2.15	S 2.28	S 2.35
Phila. 30th St. - Dep	S 2.05	S 2.18	S 2.30	S 2.37
<i>Zoo - Mantua</i>	2.09	2.21	2.33	2.40
<i>Lehigh</i>	2.12	2.24	2.36	2.43
<i>North Phila.</i>				
<i>Shore</i>	2.17	2.29	2.39	2.46
<i>Holmes</i>	2.21	2.33	2.45	2.52
<i>Cornwells Hts.</i>				
<i>Grundy</i>	2.27	2.40	2.51	2.58
<i>Morris</i>	2.31	2.43	2.54	3.01
Trenton	S 2.33	S 2.47		
<i>Fair</i>	2.33	2.48	2.55	3.02
<i>Ham</i>	2.35	2.49	2.55	3.02
<i>Princeton Jct.</i>				
<i>Midway</i>	2.42	2.56	3.02	3.09
<i>County</i>	2.46	3.00	3.06	3.13
<i>New Brunswick</i>				
<i>Lincoln</i>	2.50	3.03	3.10	3.17
<i>Menlo</i>	2.52	3.05	3.11	3.18
Metropark		S 3.08	S* 3.14	S* 3.21
<i>Iselin</i>	2.53	3.09	3.15	3.22
<i>Union</i>	2.57	3.11	3.17	3.24
<i>Elmora</i>	3.00	3.14	3.20	3.27
<i>Newark Airport Sta.</i>		S 3.19		
<i>Hunter</i>	3.03	3.20	3.24	3.31
Newark	L 3.07	S 3.25	S 3.29	S 3.36
<i>Swift</i>	3.12	3.31	3.33	3.40
<i>Portal</i>	3.13	3.32	3.34	3.41
<i>Bergen</i>	3.16	3.35	3.36	3.43
<i>A</i>	3.25	3.44	3.44	3.51
New York	D 3.26	LV 3.45	S 3.45	S 3.52
	P.M.	P.M.	P.M.	P.M.

WASHINGTON - PHILADELPHIA - NEW YORK

	186 M-F P.M.	668 Sun P.M.	 2168 M-F P.M.	194 SaSu P.M.
Washington -Arr				LV 1.05
Washington - Dep	LV 1.06		S 2.00	LV 1.26
<i>CP Avenue</i>	1.09		2.03	1.30
<i>Landover</i>	1.13		2.07	1.35
New Carrollton	R 1.16		2.08	S 1.37
<i>Bowie</i>	1.22		2.11	1.43
<i>Grove</i>	1.26		2.15	1.47
BWI Marshall Airport Sta.	S 1.32			S 1.53
<i>Bridge</i>	1.39		2.23	2.01
<i>Fulton</i>	1.40		2.24	2.02
Baltimore - Arr	S 1.45		S 2.29	S 2.07
Baltimore - Dep	S 1.47		S 2.30	S 2.09
<i>Biddle</i>	1.49		2.32	2.11
<i>Gunpow</i>	2.01		2.41	2.23
<i>Wood</i>	2.03		2.43	2.25
<i>Bush</i>	2.05		2.45	2.27
<i>Aberdeen</i>				
<i>Grace</i>	2.10		2.50	2.32
<i>Perry</i>	2.12		2.51	2.34
<i>Bacon</i>	2.17		2.56	2.39
Newark	S 2.27			
<i>Davis</i>	2.28		3.01	2.45
<i>Ragan</i>	2.33		3.06	2.49
Wilmington	S 2.39		S 3.11	S 2.56
<i>Landlith</i>	2.42	From	3.13	2.59
<i>Holly</i>	2.46	HAR	3.15	3.02
<i>Hook</i>	2.48		3.17	3.04
<i>Baldwin</i>	2.51		3.20	3.07
<i>Phil</i>	2.56		3.24	3.12
Phila. 30th St. - Arr	S 2.59		S 3.28	S 3.15
Phila. 30th St. - Dep	S 3.02	S 3.05	S 3.30	S 3.18
<i>Zoo - Mantua</i>	3.05	3.09	3.33	3.21
<i>Lehigh</i>	3.10	3.12	3.36	3.24
<i>North Phila.</i>				
<i>Shore</i>	3.13	3.15	3.39	3.27
<i>Holmes</i>	3.17	3.21	3.45	3.33
<i>Cornwells Hts.</i>				
<i>Grundy</i>	3.23	3.27	3.51	3.40
<i>Morris</i>	3.27	3.31	3.54	3.43
Trenton	S 3.30	S* 3.35		S 3.47
<i>Fair</i>	3.31	3.35	3.55	3.48
<i>Ham</i>	3.32	3.36	3.55	3.49
<i>Princeton Jct.</i>				
<i>Midway</i>	3.40	3.43	4.02	3.56
<i>County</i>	3.45	3.47	4.06	4.00
<i>New Brunswick</i>				
<i>Lincoln</i>	3.48	3.51	4.10	4.03
<i>Menlo</i>	3.50	3.53	4.11	4.05
Metropark	S 3.53		S* 4.14	S 4.08
<i>Iselin</i>	3.54	3.54	4.15	4.09
<i>Union</i>	3.56	3.56	4.17	4.11
<i>Elmora</i>	3.59	3.59	4.20	4.14
Newark Airport Sta.	L 4.04			S 4.19
<i>Hunter</i>	4.05	4.03	4.24	4.20
Newark	L 4.09	L 4.07	S 4.29	S 4.25
<i>Swift</i>	4.15	4.11	4.33	4.29
<i>Portal</i>	4.17	4.13	4.34	4.32
<i>Bergen</i>	4.20	4.22	4.36	4.36
<i>A</i>	4.29	4.29	4.44	4.45
New York	D 4.30	D 4.30	S 4.45	LV 4.46
	P.M.	P.M.	P.M.	P.M.

WASHINGTON - PHILADELPHIA - NEW YORK

	☐ 2216 Sat P.M.	◇ 42 Mo-Sa P.M.	94 M-F P.M.	☐ 2170 M-F P.M.
Washington -Arr			LV 1.30	
Washington - Dep	S 2.00		LV 2.06	S 3.00
<i>CP Avenue</i>	2.03		2.09	3.03
<i>Landover</i>	2.07		2.13	3.07
New Carrollton	2.08		S 2.16	3.08
<i>Bowie</i>	2.11		2.22	3.11
<i>Grove</i>	2.15		2.26	3.15
BWI Marshall Airport Sta.	S 2.21		S 2.32	S 3.21
<i>Bridge</i>	2.27		2.39	3.27
<i>Fulton</i>	2.28		2.40	3.28
Baltimore - Arr	S 2.33		S 2.45	S 3.33
Baltimore - Dep	S 2.34		S 2.47	S 3.34
<i>Biddle</i>	2.37		2.49	3.37
<i>Gunpow</i>	2.46		3.01	3.46
<i>Wood</i>	2.50		3.03	3.48
<i>Bush</i>	2.52		3.05	3.50
<i>Aberdeen</i>				
<i>Grace</i>	2.57		3.10	3.55
<i>Perry</i>	2.58		3.12	3.56
<i>Bacon</i>	3.03		3.17	4.01
<i>Newark</i>				
<i>Davis</i>	3.08		3.23	4.06
<i>Ragan</i>	3.13		3.28	4.11
Wilmington	S 3.18		S 3.34	S 4.16
<i>Landlith</i>	3.20	From	3.37	4.18
<i>Holly</i>	3.22	PGH	3.40	4.20
<i>Hook</i>	3.24		3.42	4.22
<i>Baldwin</i>	3.27		3.45	4.25
<i>Phil</i>	3.31		3.50	4.29
Phila. 30th St. - Arr	S 3.35		S 3.53	S 4.33
Phila. 30th St. - Dep	S 3.37	S 3.25	S 3.56	S 4.35
<i>Zoo - Mantua</i>	3.40	3.29	3.59	4.38
<i>Lehigh</i>	3.43	3.34	4.02	4.41
<i>North Phila.</i>				
<i>Shore</i>	3.46	3.37	4.07	4.44
<i>Holmes</i>	3.52	3.42	4.11	4.49
<i>Cornwells Hts.</i>				
<i>Grundy</i>	3.58	3.48	4.17	4.55
<i>Morris</i>	4.01	3.52	4.21	4.58
Trenton		S 3.56	S 4.25	
<i>Fair</i>	4.02	3.57	4.26	4.59
<i>Ham</i>	4.02	4.01	4.27	4.59
<i>Princeton Jct.</i>				
<i>Midway</i>	4.09	4.14	4.34	5.06
<i>County</i>	4.13	4.19	4.38	5.10
<i>New Brunswick</i>				
<i>Lincoln</i>	4.17	4.23	4.41	5.14
<i>Menlo</i>	4.18	4.25	4.43	5.15
Metropark	D 4.21			
<i>Iselin</i>	4.22	4.26	4.44	5.16
<i>Union</i>	4.24	4.28	4.46	5.17
<i>Elmora</i>	4.27	4.31	4.49	5.20
<i>Newark Airport Sta.</i>		4.34	S 4.54	
<i>Hunter</i>	4.31	4.35	4.55	5.24
Newark	D 4.36	D 4.40	S 5.00	S 5.29
<i>Swift</i>	4.43	4.44	5.04	5.33
<i>Portal</i>	4.44	4.45	5.07	5.34
<i>Bergen</i>	4.46	4.48	5.10	5.36
<i>A</i>	4.54	4.57	5.19	5.44
New York	D 4.55	D 4.58	S* 5.20	S 5.45
	P.M.	P.M.	P.M.	P.M.

WASHINGTON - PHILADELPHIA - NEW YORK

	156 SaSu P.M.	 2256 Sun P.M.	148 M-F P.M.	670 SaSu P.M.
Washington -Arr	LV 1.35			
Washington - Dep	LV 2.21	S 3.00	LV 3.03	
<i>CP Avenue</i>	2.25	3.03	3.06	
<i>Landover</i>	2.29	3.07	3.10	
New Carrollton	S 2.32	3.08	R 3.13	
<i>Bowie</i>	2.38	3.11	3.19	
<i>Grove</i>	2.42	3.15	3.23	
BWI Marshall Airport Sta.	S 2.48	S 3.21	S 3.31	
<i>Bridge</i>	2.56	3.27	3.38	
<i>Fulton</i>	2.57	3.28	3.39	
Baltimore - Arr	S 3.02	S 3.33	S 3.44	
Baltimore - Dep	S 3.04	S 3.34	S 3.46	
<i>Biddle</i>	3.06	3.37	3.48	
<i>Gunpow</i>	3.18	3.46	3.58	
<i>Wood</i>	3.20	3.50	4.00	
<i>Bush</i>	3.22	3.52	4.02	
<i>Aberdeen</i>	3.25		S 4.09	
<i>Grace</i>	3.27	3.57	4.12	
<i>Perry</i>	3.29	3.58	4.13	
<i>Bacon</i>	3.34	4.03	4.18	
<i>Newark</i>	S 3.44			
<i>Davis</i>	3.45	4.08	4.24	
<i>Ragan</i>	3.50	4.13	4.29	
Wilmington	S 3.56	S 4.18	S 4.35	
<i>Landlith</i>	3.58	4.20	4.38	From HAR
<i>Holly</i>	4.01	4.22	4.42	
<i>Hook</i>	4.03	4.24	4.44	
<i>Baldwin</i>	4.07	4.27	4.47	
<i>Phil</i>	4.12	4.31	4.52	
Phila. 30th St. - Arr	S 4.15	S 4.35	S 4.57	
Phila. 30th St. - Dep	S 4.18	S 4.37	S 5.00	S 5.10
<i>Zoo - Mantua</i>	4.21	4.40	5.03	5.14
<i>Lehigh</i>	4.24	4.43	5.06	5.17
<i>North Phila.</i>				
<i>Shore</i>	4.29	4.46	5.09	5.20
<i>Holmes</i>	4.33	4.52	5.15	5.26
<i>Cornwells Hts.</i>				
<i>Grundy</i>	4.40	4.58	5.22	5.32
<i>Morris</i>	4.43	5.01	5.25	5.36
Trenton	S 4.47		S 5.29	S 5.39
<i>Fair</i>	4.48	5.02	5.30	5.39
<i>Ham</i>	4.49	5.02	5.31	5.40
<i>Princeton Jct.</i>				
<i>Midway</i>	4.56	5.09	5.38	5.47
<i>County</i>	5.00	5.13	5.42	5.51
<i>New Brunswick</i>				
<i>Lincoln</i>	5.03	5.17	5.45	5.55
<i>Menlo</i>	5.05	5.18	5.47	5.58
Metropark	S 5.08	S* 5.21	S 5.50	
<i>Iselin</i>	5.09	5.22	5.51	5.59
<i>Union</i>	5.13	5.24	5.53	6.01
<i>Elmora</i>	5.16	5.27	5.57	6.04
<i>Newark Airport Sta.</i>	L 5.21		S 6.02	
<i>Hunter</i>	5.22	5.31	6.03	6.08
Newark	D 5.27	S 5.36	S 6.10	L 6.12
<i>Swift</i>	5.31	5.40	6.14	6.16
<i>Portal</i>	5.32	5.41	6.16	6.17
<i>Bergen</i>	5.36	5.43	6.21	6.26
<i>A</i>	5.45	5.51	6.30	6.33
New York	D 5.46	S 5.52	LV 6.31	D 6.34
	P.M.	P.M.	P.M.	P.M.

WASHINGTON - PHILADELPHIA - NEW YORK

	168 Sat P.M.	132 Sun P.M.	□ 2172 M-F P.M.	652 M-F P.M.
Washington -Arr				
Washington - Dep	LV 3.26	LV 3.26	S 4.00	
<i>CP Avenue</i>	3.29	3.29	4.03	
<i>Landover</i>	3.34	3.34	4.07	
New Carrollton	R 3.37	R 3.37	4.08	
<i>Bowie</i>	3.43	3.43	4.11	
<i>Grove</i>	3.47	3.47	4.15	
BWI Marshall Airport Sta.	S 3.53	S 3.53		
<i>Bridge</i>	4.01	4.01	4.23	
<i>Fulton</i>	4.02	4.02	4.24	
Baltimore - Arr	S 4.07	S 4.07	S 4.29	
Baltimore - Dep	S 4.09	S 4.09	S 4.30	
<i>Biddle</i>	4.11	4.11	4.32	
<i>Gunpow</i>	4.23	4.23	4.41	
<i>Wood</i>	4.25	4.25	4.43	
<i>Bush</i>	4.27	4.27	4.45	
<i>Aberdeen</i>				
<i>Grace</i>	4.32	4.32	4.50	
<i>Perry</i>	4.34	4.34	4.51	
<i>Bacon</i>	4.39	4.39	4.56	
<i>Newark</i>				
<i>Davis</i>	4.45	4.45	5.01	
<i>Ragan</i>	4.49	4.49	5.06	
Wilmington	S 4.56	S 4.56	S 5.11	From HAR
<i>Landlith</i>	4.59	4.59	5.13	
<i>Holly</i>	5.02	5.02	5.15	
<i>Hook</i>	5.04	5.04	5.17	
<i>Baldwin</i>	5.07	5.07	5.20	
<i>Phil</i>	5.12	5.12	5.24	
Phila. 30th St. - Arr	S 5.15	S 5.15	S 5.28	
Phila. 30th St. - Dep	S 5.18	S 5.18	S 5.30	S 5.18
<i>Zoo - Mantua</i>	5.21	5.21	5.33	5.21
<i>Lehigh</i>	5.24	5.24	5.36	5.25
<i>North Phila.</i>				
<i>Shore</i>	5.29	5.29	5.39	5.29
<i>Holmes</i>	5.33	5.33	5.45	5.33
<i>Cornwells Hts.</i>				
<i>Grundy</i>	5.40	5.40	5.51	5.39
<i>Morris</i>	5.43	5.43	5.54	5.43
Trenton	S 5.47	S 5.47		S 5.45
<i>Fair</i>	5.48	5.48	5.55	5.45
<i>Ham</i>	5.49	5.49	5.55	5.46
<i>Princeton Jct.</i>				S 5.52
<i>Midway</i>	5.56	5.56	6.02	5.57
<i>County</i>	6.00	6.00	6.06	6.02
<i>New Brunswick</i>				D 6.05
<i>Lincoln</i>	6.03	6.03	6.10	6.10
<i>Menlo</i>	6.05	6.05	6.11	6.13
Metropark	S 6.08	S 6.08	S* 6.14	D 6.15
<i>Iselin</i>	6.09	6.09	6.15	6.17
<i>Union</i>	6.13	6.13	6.17	6.19
<i>Elmora</i>	6.16	6.16	6.20	6.22
<i>Newark Airport Sta.</i>	S 6.21	S 6.21		6.25
<i>Hunter</i>	6.22	6.22	6.24	6.26
Newark	S 6.27	S 6.27	S 6.29	L 6.30
<i>Swift</i>	6.31	6.31	6.33	6.34
<i>Portal</i>	6.32	6.32	6.34	6.35
<i>Bergen</i>	6.35	6.35	6.36	6.38
<i>A</i>	6.44	6.44	6.44	6.47
New York	LV 6.45	LV 6.45	S 6.45	D 6.48
	P.M.	P.M.	P.M.	P.M.

WASHINGTON - PHILADELPHIA - NEW YORK

	134 ThFr P.M.	 2258 Sun P.M.	 2220 Sat P.M.	 92 Daily P.M.
Washington -Arr				D 3.14
Washington - Dep	LV 3.43	S 4.00	S 4.00	D 3.34
<i>CP Avenue</i>	3.46	4.03	4.03	3.38
<i>Landover</i>	3.51	4.07	4.07	3.43
New Carrollton	R 3.53	4.08	4.08	3.44
<i>Bowie</i>	3.58	4.11	4.11	3.48
<i>Grove</i>	4.02	4.15	4.15	3.54
BWI Marshall Airport Sta.	S 4.08	S 4.21	S 4.21	
<i>Bridge</i>	4.15	4.27	4.27	4.04
<i>Fulton</i>	4.16	4.28	4.28	4.05
Baltimore - Arr	S 4.21	S 4.33	S 4.33	D 4.10
Baltimore - Dep	S 4.23	S 4.34	S 4.34	D 4.15
<i>Biddle</i>	4.25	4.37	4.37	4.18
<i>Gunpow</i>	4.34	4.46	4.46	4.29
<i>Wood</i>	4.36	4.50	4.48	4.31
<i>Bush</i>	4.38	4.52	4.50	4.33
<i>Aberdeen</i>				
<i>Grace</i>	4.43	4.57	4.55	4.39
<i>Perry</i>	4.44	4.58	4.56	4.40
<i>Bacon</i>	4.49	5.03	5.01	4.46
<i>Newark</i>	S 4.59			
<i>Davis</i>	5.00	5.08	5.06	4.53
<i>Ragan</i>	5.07	5.13	5.11	4.58
Wilmington	S 5.13	S 5.18	S 5.18	D 5.05
<i>Landlith</i>	5.16	5.20	5.20	5.07
<i>Holly</i>	5.19	5.22	5.22	5.12
<i>Hook</i>	5.21	5.24	5.24	5.14
<i>Baldwin</i>	5.24	5.27	5.27	5.17
<i>Phil</i>	5.29	5.31	5.31	5.23
Phila. 30th St. - Arr	S 5.33	S 5.35	S 5.35	D 5.27
Phila. 30th St. - Dep	S 5.35	S 5.37	S 5.37	D 5.37
<i>Zoo - Mantua</i>	5.38	5.40	5.40	5.42
<i>Lehigh</i>	5.41	5.43	5.43	5.46
<i>North Phila.</i>				
<i>Shore</i>	5.44	5.46	5.46	5.49
<i>Holmes</i>	5.50	5.52	5.52	5.54
<i>Cornwells Hts.</i>				
<i>Grundy</i>	5.56	5.58	5.58	6.01
<i>Morris</i>	6.00	6.01	6.01	6.05
Trenton				D 6.10
<i>Fair</i>	6.01	6.02	6.02	6.11
<i>Ham</i>	6.02	6.02	6.02	6.12
<i>Princeton Jct.</i>				
<i>Midway</i>	6.09	6.09	6.09	6.20
<i>County</i>	6.13	6.13	6.13	6.25
<i>New Brunswick</i>				
<i>Lincoln</i>	6.16	6.17	6.17	6.31
<i>Menlo</i>	6.18	6.18	6.18	6.33
Metropark		S* 6.21	D 6.21	
<i>Iselin</i>	6.19	6.22	6.22	6.35
<i>Union</i>	6.23	6.24	6.24	6.38
<i>Elmora</i>	6.26	6.27	6.27	6.42
<i>Newark Airport Sta.</i>	6.29			6.46
<i>Hunter</i>	6.30	6.31	6.31	6.48
Newark	D 6.34	S 6.36	D 6.36	D 6.55
<i>Swift</i>	6.38	6.41	6.41	6.59
<i>Portal</i>	6.39	6.42	6.42	7.02
<i>Bergen</i>	6.42	6.44	6.44	7.06
<i>A</i>	6.51	6.52	6.52	* 7.15
New York	D 6.52	S 6.53	D 6.53	D 7.16
	P.M.	P.M.	P.M.	P.M.

* NOTE: 92 ARRIVES NEW YORK 7.32PM ON WEEKENDS

WASHINGTON - PHILADELPHIA - NEW YORK

	178 M-F P.M.	126 Sun P.M.	146 Sat P.M.	☐ 2122 M-F P.M.
Washington -Arr				
Washington - Dep	LV 4.06	LV 4.26	LV 4.26	S 5.00
<i>CP Avenue</i>	4.09	4.29	4.29	5.03
<i>Landover</i>	4.13	4.34	4.34	5.07
New Carrollton	R 4.16	R 4.37	R 4.37	5.08
<i>Bowie</i>	4.22	4.43	4.43	5.11
<i>Grove</i>	4.26	4.47	4.47	5.15
BWI Marshall Airport Sta.	S 4.32	S 4.53	S 4.53	
<i>Bridge</i>	4.39	5.01	5.01	5.23
<i>Fulton</i>	4.40	5.02	5.02	5.24
Baltimore - Arr	S 4.45	S 5.07	S 5.07	S 5.29
Baltimore - Dep	S 4.47	S 5.09	S 5.09	S 5.30
<i>Biddle</i>	4.49	5.11	5.11	5.32
<i>Gunpow</i>	4.59	5.23	5.23	5.41
<i>Wood</i>	5.01	5.25	5.25	5.43
<i>Bush</i>	5.03	5.27	5.27	5.45
<i>Aberdeen</i>				
<i>Grace</i>	5.08	5.32	5.32	5.50
<i>Perry</i>	5.10	5.34	5.34	5.51
<i>Bacon</i>	5.15	5.39	5.39	5.56
<i>Newark</i>				
<i>Davis</i>	5.21	5.45	5.45	6.01
<i>Ragan</i>	5.26	5.49	5.49	6.06
Wilmington	S 5.32	S 5.56	S 5.56	S 6.11
<i>Landlith</i>	5.35	5.59	5.59	6.13
<i>Holly</i>	5.39	6.02	6.02	6.15
<i>Hook</i>	5.41	6.04	6.04	6.17
<i>Baldwin</i>	5.44	6.07	6.07	6.20
<i>Phil</i>	5.49	6.12	6.12	6.24
Phila. 30th St. - Arr	S 5.52	S 6.15	S 6.15	S 6.28
Phila. 30th St. - Dep	S 5.55	S 6.18	S 6.18	S 6.30
<i>Zoo - Mantua</i>	5.58	6.21	6.21	6.33
<i>Lehigh</i>	6.01	6.24	6.24	6.36
<i>North Phila.</i>				
<i>Shore</i>	6.04	6.29	6.29	6.39
<i>Holmes</i>	6.10	6.33	6.33	6.45
<i>Cornwells Hts.</i>				
<i>Grundy</i>	6.17	6.40	6.40	6.51
<i>Morris</i>	6.20	6.43	6.43	6.54
Trenton	S 6.23	S 6.47	S 6.47	
<i>Fair</i>	6.24	6.48	6.48	6.55
<i>Ham</i>	6.25	6.49	6.49	6.55
<i>Princeton Jct.</i>				
<i>Midway</i>	6.34	6.56	6.56	7.02
<i>County</i>	6.38	7.00	7.00	7.06
<i>New Brunswick</i>				
<i>Lincoln</i>	6.41	7.03	7.03	7.10
<i>Menlo</i>	6.44	7.05	7.05	7.11
Metropark		S 7.08	S 7.08	D 7.14
<i>Iselin</i>	6.45	7.09	7.09	7.15
<i>Union</i>	6.47	7.13	7.13	7.17
<i>Elmora</i>	6.50	7.16	7.16	7.20
<i>Newark Airport Sta.</i>	S 6.55			
<i>Hunter</i>	6.56	7.20	7.20	7.24
Newark	S 7.01	D 7.25	S 7.25	D 7.29
<i>Swift</i>	7.05	7.29	7.30	7.33
<i>Portal</i>	7.06	7.31	7.31	7.34
<i>Bergen</i>	7.09	7.36	7.36	7.36
<i>A</i>	7.18	7.45	7.45	7.44
New York	LV 7.19	A 7.46	LV 7.46	D 7.45
	P.M.	P.M.	P.M.	P.M.

WASHINGTON - PHILADELPHIA - NEW YORK

	☐ 2222 Sun P.M.	654 M-F P.M.	672 SaSu P.M.	196 Mo-Th P.M.
Washington -Arr				
Washington - Dep	\$ 5.00			LV 5.06
<i>CP Avenue</i>	5.03			5.10
<i>Landover</i>	5.07			5.14
New Carrollton	5.08			R 5.17
<i>Bowie</i>	5.11			5.23
<i>Grove</i>	5.15			5.27
BWI Marshall Airport Sta.	\$ 5.21			\$ 5.33
<i>Bridge</i>	5.27			5.40
<i>Fulton</i>	5.28			5.41
Baltimore - Arr	\$ 5.33			\$ 5.46
Baltimore - Dep	\$ 5.34			\$ 5.49
<i>Biddle</i>	5.37			5.51
<i>Gunpow</i>	5.46			6.01
<i>Wood</i>	5.50			6.03
<i>Bush</i>	5.52			6.05
<i>Aberdeen</i>				
<i>Grace</i>	5.57			6.12
<i>Perry</i>	5.58			6.14
<i>Bacon</i>	6.03			6.19
<i>Newark</i>				
<i>Davis</i>	6.08			6.25
<i>Ragan</i>	6.13			6.32
Wilmington	\$ 6.18			\$ 6.38
<i>Landlith</i>	6.20	From	From	6.41
<i>Holly</i>	6.22	HAR	HAR	6.44
<i>Hook</i>	6.24			6.46
<i>Baldwin</i>	6.27			6.49
<i>Phil</i>	6.31			6.54
Phila. 30th St. - Arr	\$ 6.35			\$ 6.59
Phila. 30th St. - Dep	\$ 6.37	\$ 6.50	\$ 7.10	\$ 7.02
<i>Zoo - Mantua</i>	6.40	6.54	7.14	7.05
<i>Lehigh</i>	6.43	6.57	7.17	7.08
<i>North Phila.</i>				
<i>Shore</i>	6.46	7.02	7.20	7.13
<i>Holmes</i>	6.52	7.06	7.26	7.17
<i>Cornwells Hts.</i>				
<i>Grundy</i>	6.58	7.12	7.32	7.23
<i>Morris</i>	7.01	7.16	7.36	7.27
Trenton		\$* 7.19	\$ 7.39	\$ 7.30
<i>Fair</i>	7.02	7.19	7.39	7.31
<i>Ham</i>	7.02	7.20	7.40	7.32
<i>Princeton Jct.</i>				L 7.39
<i>Midway</i>	7.09	7.27	7.47	7.44
<i>County</i>	7.13	7.31	7.51	7.50
<i>New Brunswick</i>				L 7.53
<i>Lincoln</i>	7.17	7.35	7.55	7.58
<i>Menlo</i>	7.18	7.37	7.57	8.01
Metropark	D 7.21			L 8.03
<i>Iselin</i>	7.22	7.38	7.58	8.05
<i>Union</i>	7.24	7.42	8.02	8.07
<i>Elmora</i>	7.27	7.45	8.05	8.10
<i>Newark Airport Sta.</i>				L 8.15
<i>Hunter</i>	7.31	7.50	8.09	8.16
Newark	D 7.36	L 7.54	L 8.14	D 8.20
<i>Swift</i>	7.42	7.58	8.18	8.24
<i>Portal</i>	7.43	7.59	8.21	8.25
<i>Bergen</i>	7.45	8.02	8.26	8.28
<i>A</i>	7.53	8.11	8.33	8.37
New York	D 7.54	D 8.12	D 8.34	D 8.38
	P.M.	P.M.	P.M.	P.M.

WASHINGTON - PHILADELPHIA - NEW YORK

	136 Fri P.M.	166 Sun P.M.	192 Sat P.M.	☐ 2124 M-F P.M.
Washington -Arr				
Washington - Dep	LV 5.06	LV 5.21	LV 5.21	S 6.00
<i>CP Avenue</i>	5.10	5.24	5.24	6.03
<i>Landover</i>	5.14	5.29	5.29	6.07
New Carrollton	R 5.17	R 5.32	R 5.32	6.08
<i>Bowie</i>	5.23	5.38	5.38	6.11
<i>Grove</i>	5.27	5.42	5.42	6.15
BWI Marshall Airport Sta.	S 5.33	S 5.48	S 5.48	
<i>Bridge</i>	5.40	5.56	5.56	6.23
<i>Fulton</i>	5.41	5.57	5.57	6.24
Baltimore - Arr	S 5.46	S 6.02	S 6.02	S 6.29
Baltimore - Dep	S 5.49	S 6.04	S 6.04	S 6.30
<i>Biddle</i>	5.51	6.06	6.06	6.32
<i>Gunpow</i>	6.01	6.16	6.16	6.41
<i>Wood</i>	6.03	6.18	6.18	6.43
<i>Bush</i>	6.05	6.20	6.20	6.45
<i>Aberdeen</i>		S 6.28	S 6.28	
<i>Grace</i>	6.12	6.33	6.33	6.50
<i>Perry</i>	6.14	6.34	6.34	6.51
<i>Bacon</i>	6.19	6.39	6.39	6.56
<i>Newark</i>				
<i>Davis</i>	6.25	6.45	6.45	7.01
<i>Ragan</i>	6.32	6.50	6.50	7.06
Wilmington	S 6.38	S 6.56	S 6.56	S 7.11
<i>Landlith</i>	6.41	6.59	6.59	7.13
<i>Holly</i>	6.44	7.02	7.02	7.15
<i>Hook</i>	6.46	7.04	7.04	7.17
<i>Baldwin</i>	6.49	7.07	7.07	7.20
<i>Phil</i>	6.54	7.12	7.12	7.24
Phila. 30th St. - Arr	S 6.59	S 7.15	S 7.15	S 7.28
Phila. 30th St. - Dep	S 7.02	S 7.18	S 7.18	S 7.30
<i>Zoo - Mantua</i>	7.05	7.21	7.21	7.33
<i>Lehigh</i>	7.08	7.24	7.24	7.36
<i>North Phila.</i>				
<i>Shore</i>	7.13	7.29	7.29	7.39
<i>Holmes</i>	7.17	7.33	7.33	7.45
<i>Cornwells Hts.</i>				
<i>Grundy</i>	7.23	7.40	7.40	7.51
<i>Morris</i>	7.27	7.43	7.43	7.54
Trenton	S 7.30	S 7.47	S 7.47	
<i>Fair</i>	7.31	7.48	7.48	7.55
<i>Ham</i>	7.32	7.49	7.49	7.55
<i>Princeton Jct.</i>	L 7.39			
<i>Midway</i>	7.44	7.56	7.56	8.02
<i>County</i>	7.50	8.00	8.00	8.06
<i>New Brunswick</i>	L 7.53			
<i>Lincoln</i>	7.58	8.04	8.03	8.10
<i>Menlo</i>	8.01	8.06	8.05	8.11
Metropark	L 8.03	S 8.08	L 8.08	D 8.14
<i>Iselin</i>	8.05	8.10	8.09	8.15
<i>Union</i>	8.07	8.14	8.13	8.17
<i>Elmora</i>	8.10	8.17	8.16	8.20
<i>Newark Airport Sta.</i>	L 8.15	S 8.21	L 8.21	
<i>Hunter</i>	8.16	8.22	8.22	8.24
Newark	L 8.20	S 8.26	L 8.26	D 8.29
<i>Swift</i>	8.24	8.30	8.30	8.33
<i>Portal</i>	8.25	8.31	8.31	8.34
<i>Bergen</i>	8.28	8.36	8.36	8.36
<i>A</i>	8.37	8.45	8.45	8.44
New York	LV 8.38	LV 8.46	D 8.46	D 8.45
	P.M.	P.M.	P.M.	P.M.

WASHINGTON - PHILADELPHIA - NEW YORK

	 80 Daily P.M.	656 M-F P.M.	138 M-F P.M.	 50 Sun P.M.
Washington -Arr	D 5.08			D 5.55
Washington - Dep	D 5.32		LV 6.11	D 6.15
<i>CP Avenue</i>	5.36		6.14	6.19
<i>Landover</i>	5.41		6.19	6.23
New Carrollton	5.42		R 6.21	6.24
<i>Bowie</i>	5.46		6.26	6.28
<i>Grove</i>	5.52		6.30	6.35
BWI Marshall Airport Sta.			S 6.36	
<i>Bridge</i>	6.02		6.43	6.46
<i>Fulton</i>	6.03		6.44	6.47
Baltimore - Arr	D 6.07		S 6.49	D 6.53
Baltimore - Dep	D 6.10		S 6.50	D 6.56
<i>Biddle</i>	6.12		6.52	6.58
<i>Gunpow</i>	6.23		7.04	7.08
<i>Wood</i>	6.25		7.06	7.10
<i>Bush</i>	6.27		7.07	7.12
<i>Aberdeen</i>				
<i>Grace</i>	6.36		7.12	7.18
<i>Perry</i>	6.37		7.14	7.19
<i>Bacon</i>	6.43		7.19	7.24
<i>Newark</i>				
<i>Davis</i>	6.50		7.25	7.30
<i>Ragan</i>	6.56		7.30	7.37
Wilmington	D 7.03		S 7.36	D 7.44
<i>Landlith</i>	7.06	From	7.38	7.46
<i>Holly</i>	7.09	HAR	7.43	7.49
<i>Hook</i>	7.11		7.45	7.51
<i>Baldwin</i>	7.14		7.48	7.54
<i>Phil</i>	7.20		7.53	8.00
Phila. 30th St. - Arr	D 7.24		S 7.57	D 8.02
Phila. 30th St. - Dep	D 7.28	S 7.40	S 8.00	D 8.06
<i>Zoo - Mantua</i>	7.32	7.44	8.03	8.10
<i>Lehigh</i>	7.36	7.47	8.06	8.13
<i>North Phila.</i>				
<i>Shore</i>	7.41	7.52	8.09	8.18
<i>Holmes</i>	7.45	7.56	8.13	8.22
<i>Cornwells Hts.</i>				
<i>Grundy</i>	7.52	8.02	8.19	8.29
<i>Morris</i>	7.56	8.06	8.23	8.33
Trenton	D 8.01	S 8.09	S 8.26	D 8.37
<i>Fair</i>	8.02	8.09	8.26	8.38
<i>Ham</i>	8.03	8.10	8.27	8.39
<i>Princeton Jct.</i>			S 8.34	
<i>Midway</i>	8.11	8.17	8.40	8.47
<i>County</i>	8.16	8.21	8.44	8.52
<i>New Brunswick</i>				
<i>Lincoln</i>	8.21	8.25	8.47	8.58
<i>Menlo</i>	8.23	8.27	8.49	8.59
Metropark			L 8.52	
<i>Iselin</i>	8.24	8.28	8.53	9.00
<i>Union</i>	8.28	8.32	8.55	9.02
<i>Elmora</i>	8.31	8.35	8.58	9.05
<i>Newark Airport Sta.</i>			L 9.03	
<i>Hunter</i>	8.36	8.39	9.04	9.10
Newark	D 8.42	L 8.44	L 9.08	D 9.17
<i>Swift</i>	8.46	8.48	9.12	9.21
<i>Portal</i>	8.47	8.49	9.13	9.22
<i>Bergen</i>	8.50	8.52	9.16	9.26
<i>A</i>	8.59	9.01	9.24	9.35
New York	D 9.00	D 9.02	D 9.25	D 9.36
	P.M.	P.M.	P.M.	P.M.

WASHINGTON - PHILADELPHIA - NEW YORK

	158 SaSu P.M.	50 WeFr P.M.	2126 M-F P.M.	658 Fri P.M.
Washington -Arr		D 5.45		
Washington - Dep	LV 6.21	D 6.22	S 7.00	
<i>CP Avenue</i>	6.25	6.26	7.03	
<i>Landover</i>	6.29	6.30	7.07	
New Carrollton	R 6.32	6.31	7.08	
<i>Bowie</i>	6.38	6.35	7.11	
<i>Grove</i>	6.42	6.40	7.15	
BWI Marshall Airport Sta.	S 6.48			
<i>Bridge</i>	6.56	6.48	7.23	
<i>Fulton</i>	6.57	6.49	7.24	
Baltimore - Arr	S 7.02	D 6.54	S 7.29	
Baltimore - Dep	S 7.04	D 6.58	S 7.30	
<i>Biddle</i>	7.06	7.00	7.32	
<i>Gunpow</i>	7.16	7.11	7.41	
<i>Wood</i>	7.18	7.13	7.43	
<i>Bush</i>	7.20	7.15	7.45	
Aberdeen	S 7.27			
<i>Grace</i>	7.32	7.23	7.50	
<i>Perry</i>	7.33	7.24	7.51	
<i>Bacon</i>	7.38	7.29	7.56	
<i>Newark</i>				
<i>Davis</i>	7.44	7.36	8.01	
<i>Ragan</i>	7.49	7.41	8.06	
Wilmington	S 7.55	D 7.49	S 8.11	From HAR
<i>Landlith</i>	7.58	7.51	8.13	
<i>Holly</i>	8.02	7.55	8.15	
<i>Hook</i>	8.04	7.57	8.17	
<i>Baldwin</i>	8.07	8.00	8.20	
<i>Phil</i>	8.12	8.06	8.24	
Phila. 30th St. - Arr	S 8.15	D 8.09	S 8.28	
Phila. 30th St. - Dep	S 8.18	D 8.14	S 8.30	S 8.35
<i>Zoo - Mantua</i>	8.21	8.18	8.33	8.40
<i>Lehigh</i>	8.24	8.21	8.36	8.43
<i>North Phila.</i>				
<i>Shore</i>	8.29	8.24	8.39	8.46
<i>Holmes</i>	8.33	8.30	8.45	8.52
<i>Cornwells Hts.</i>				
<i>Grundy</i>	8.40	8.37	8.51	8.59
<i>Morris</i>	8.43	8.41	8.54	9.03
Trenton	S 8.47	D 8.45	S* 8.58	S 9.06
<i>Fair</i>	8.48	8.46	8.59	9.07
<i>Ham</i>	8.49	8.47	8.59	9.08
<i>Princeton Jct.</i>				
<i>Midway</i>	8.56	8.55	9.06	9.16
<i>County</i>	9.00	9.01	9.10	9.21
<i>New Brunswick</i>				
<i>Lincoln</i>	9.03	9.05	9.13	9.25
<i>Menlo</i>	9.05	9.06	9.15	9.27
Metropark	D 9.08		D 9.17	
<i>Iselin</i>	9.09	9.07	9.19	9.28
<i>Union</i>	9.13	9.13	9.20	9.32
<i>Elmora</i>	9.16	9.16	9.23	9.34
<i>Newark Airport Sta.</i>	L 9.21			
<i>Hunter</i>	9.22	9.20	9.27	9.38
Newark	D 9.27	D 9.27	D 9.32	L 9.42
<i>Swift</i>	9.31	9.31	9.36	9.46
<i>Portal</i>	9.32	9.32	9.37	9.47
<i>Bergen</i>	9.35	9.35	9.39	9.50
<i>A</i>	9.44	9.44	9.47	9.59
New York	D 9.45	D 9.45	D 9.48	D 10.00
	P.M.	P.M.	P.M.	P.M.

WASHINGTON - PHILADELPHIA - NEW YORK

	188 M-F P.M.	182 SaSu P.M.	 2228 Sun P.M.	 44 Sun P.M.
Washington -Arr				
Washington - Dep	LV 7.11	LV 7.21	S 8.00	
<i>CP Avenue</i>	7.15	7.24	8.03	
<i>Landover</i>	7.19	7.29	8.07	
New Carrollton	R 7.22	R 7.32	8.08	
<i>Bowie</i>	7.28	7.38	8.11	
<i>Grove</i>	7.32	7.42	8.15	
BWI Marshall Airport Sta.	S 7.38	S 7.48	S 8.21	
<i>Bridge</i>	7.46	7.56	8.27	
<i>Fulton</i>	7.47	7.57	8.28	
Baltimore - Arr	S 7.52	S 8.02	S 8.33	
Baltimore - Dep	S 7.55	S 8.04	S 8.34	
<i>Biddle</i>	7.57	8.06	8.37	
<i>Gunpow</i>	8.07	8.18	8.46	
<i>Wood</i>	8.09	8.20	8.50	
<i>Bush</i>	8.11	8.22	8.52	
<i>Aberdeen</i>	S 8.17			
<i>Grace</i>	8.21	8.27	8.57	
<i>Perry</i>	8.22	8.29	8.58	
<i>Bacon</i>	8.27	8.34	9.03	
<i>Newark</i>				
<i>Davis</i>	8.33	8.40	9.08	
<i>Ragan</i>	8.38	8.44	9.13	
Wilmington	S 8.45	S 8.51	S 9.18	
<i>Landlith</i>	8.48	8.54	9.20	From PGH
<i>Holly</i>	8.51	8.58	9.22	
<i>Hook</i>	8.53	9.00	9.24	
<i>Baldwin</i>	8.56	9.03	9.27	
<i>Phil</i>	9.01	9.08	9.31	
Phila. 30th St. - Arr	S 9.04	S 9.12	S 9.35	
Phila. 30th St. - Dep	S 9.08	S 9.15	S 9.37	S 9.30
<i>Zoo - Mantua</i>	9.11	9.18	9.40	9.34
<i>Lehigh</i>	9.14	9.21	9.43	9.37
<i>North Phila.</i>				
<i>Shore</i>	9.19	9.24	9.46	9.40
<i>Holmes</i>	9.23	9.30	9.52	9.45
<i>Cornwells Hts.</i>				
<i>Grundy</i>	9.29	9.36	9.58	9.51
<i>Morris</i>	9.33	9.40	10.01	9.54
Trenton	S 9.37	S 9.44		S 9.58
<i>Fair</i>	9.38	9.45	10.02	9.59
<i>Ham</i>	9.39	9.46	10.02	10.00
<i>Princeton Jct.</i>				
<i>Midway</i>	9.46	9.53	10.09	10.10
<i>County</i>	9.50	9.57	10.13	10.15
<i>New Brunswick</i>				
<i>Lincoln</i>	9.53	10.02	10.17	10.19
<i>Menlo</i>	9.55	10.04	10.18	10.22
Metropark	L 9.57	L 10.07	D 10.21	
<i>Iselin</i>	9.58	10.08	10.22	10.24
<i>Union</i>	10.02	10.12	10.24	10.26
<i>Elmora</i>	10.05	10.15	10.27	10.29
<i>Newark Airport Sta.</i>				
<i>Hunter</i>	10.09	10.19	10.31	10.36
Newark	L 10.14	L 10.23	D 10.36	D 10.41
<i>Swift</i>	10.18	10.29	10.43	10.46
<i>Portal</i>	10.19	10.30	10.44	10.47
<i>Bergen</i>	10.22	10.33	10.46	10.50
<i>A</i>	10.31	10.42	10.54	10.59
New York	D 10.32	D 10.43	D 10.55	D 11.00
	P.M.	P.M.	P.M.	P.M.

WASHINGTON - PHILADELPHIA - NEW YORK

	  90 Daily P.M.	198 Daily P.M.	  66 Daily P.M.	
Washington -Arr	D 7.57		S 8.25	
Washington - Dep	D 8.15	LV 8.46	S 10.00	
<i>CP Avenue</i>	8.19	8.50	10.04	
<i>Landover</i>	8.24	8.54	10.08	
New Carrollton	8.25	R 8.57	S 10.10	
<i>Bowie</i>	8.29	9.03	10.15	
<i>Grove</i>	8.35	9.07	10.21	
BWI Marshall Airport Sta.		S 9.13	S 10.30	
<i>Bridge</i>	8.45	9.20	10.38	
<i>Fulton</i>	8.46	9.21	10.39	
Baltimore - Arr	D 8.50	S 9.26	S 10.44	
Baltimore - Dep	D 8.54	S 9.28	S 10.46	
<i>Biddle</i>	8.57	9.30	10.48	
<i>Gunpow</i>	9.08	9.42	10.58	
<i>Wood</i>	9.10	9.44	11.00	
<i>Bush</i>	9.12	9.46	11.03	
<i>Aberdeen</i>		S 9.52		
<i>Grace</i>	9.18	9.57	11.10	
<i>Perry</i>	9.19	9.58	11.11	
<i>Bacon</i>	9.25	10.03	11.17	
<i>Newark</i>				
<i>Davis</i>	9.32	10.09	11.25	
<i>Ragan</i>	9.37	10.14	11.31	
Wilmington	D 9.44	S 10.20	S 11.36	
<i>Landlith</i>	9.47	10.23	11.38	
<i>Holly</i>	9.50	10.27	11.41	
<i>Hook</i>	9.52	10.29	11.44	
<i>Baldwin</i>	9.55	10.32	11.48	
<i>Phil</i>	10.01	10.37	11.56	
Phila. 30th St. - Arr	D 10.07	S 10.41	S 11.59	
Phila. 30th St. - Dep	D 10.17	S 10.45	S 12.13	
<i>Zoo - Mantua</i>	10.22	10.48	12.17	
<i>Lehigh</i>	10.26	10.51	12.21	
<i>North Phila.</i>				
<i>Shore</i>	10.29	10.54	12.24	
<i>Holmes</i>	10.34	11.00	12.30	
<i>Cornwells Hts.</i>				
<i>Grundy</i>	10.41	11.06	12.38	
<i>Morris</i>	10.45	11.10	12.42	
Trenton	D 10.50	S 11.14	S 12.48	
<i>Fair</i>	10.51	11.15	12.49	
<i>Ham</i>	10.52	11.16	12.50	
<i>Princeton Jct.</i>				
<i>Midway</i>	11.00	11.23	12.58	
<i>County</i>	11.07	11.29	1.06	
<i>New Brunswick</i>				
<i>Lincoln</i>	11.12	11.32	1.10	
<i>Menlo</i>	11.14	11.34	1.12	
Metropark		D 11.37	S 1.15	
<i>Iselin</i>	11.15	11.38	1.17	
<i>Union</i>	11.18	11.41	1.19	
<i>Elmora</i>	11.21	11.44	1.22	
<i>Newark Airport Sta.</i>				
<i>Hunter</i>	11.25	11.48	1.26	
Newark	D 11.29	D 11.52	S 1.32	
<i>Swift</i>	11.33	11.56	1.36	
<i>Portal</i>	11.34	11.57	1.37	
<i>Bergen</i>	11.37	12.00	1.40	
<i>A</i>	11.46	12.09	1.49	
New York	D 11.47	D 12.10	LV 1.50	
	P.M.	A.M.	A.M.	

PHILADELPHIA TO HARRISBURG

	601 M-F A.M.	605 M-F A.M.	607 M-F A.M.	611 Sat A.M.	661 SaSu A.M.
Phila. 30th St.					\$ 8.20
	\$ 5.25	\$ 6.25	\$ 7.25	\$ 7.25	\$ 8.35
<i>Zoo-36thST</i>	5.29	6.29	7.29	7.29	8.39
<i>Zoo-JO</i>	5.30	6.30	7.30	7.30	8.40
<i>Overbrook</i>	5.33	6.33	7.35	7.33	8.43
Ardmore	\$ 5.37	\$ 6.37		\$ 7.37	\$ 8.47
<i>Bryn Mawr</i>	5.40	6.40	7.39	7.39	8.49
Paoli	\$ 5.51	\$ 6.51	\$ 7.51	\$ 7.50	\$ 9.00
Exton	\$ 5.58	\$ 6.59	7.57	\$ 7.57	\$ 9.08
Downingtown	\$ 6.03	\$ 7.03	8.00	\$ 8.01	\$ 9.12
<i>Thorn</i>	6.05	7.05	8.02	8.04	9.15
Coatesville	\$ 6.09	\$ 7.09	8.04	\$ 8.07	\$ 9.18
Parkesburg	\$ 6.15	\$ 7.14	8.08	\$ 8.13	\$ 9.24
Lancaster	\$ 6.33	\$ 7.33	\$ 8.26	\$ 8.32	\$ 9.42
	\$ 6.35	\$ 7.35	\$ 8.28	\$ 8.34	\$ 9.45
Mount Joy	\$ 6.45	\$ 7.45	8.36	\$ 8.43	\$ 9.54
<i>RHEEMS INT.</i>	6.50	7.48	8.39	8.46	9.57
Elizabethtown	\$ 6.54	\$ 7.51	\$ 8.43	\$ 8.50	\$ 10.01
Middletown	\$ 7.02	\$ 7.59	8.48	\$ 8.57	\$ 10.08
<i>STATE</i>	7.11	8.08	8.58	9.08	10.18
Harrisburg	A 7.13	A 8.10	A 9.00	A 9.10	A 10.20
	A.M.	A.M.	A.M.	A.M.	A.M.

	641 M-F A.M.	609 M-F A.M.	663 SaSu A.M.	643 M-F A.M.	43 Daily P.M.
Phila. 30th St.	\$ 8.48		\$ 10.33	\$ 10.48	\$ 12.10
	\$ 9.00	\$ 10.00	\$ 10.55	\$ 11.00	\$ 12.42
<i>Zoo-36thST</i>	9.04	10.04	10.59	11.04	12.47
<i>Zoo-JO</i>	9.05	10.05	11.00	11.05	12.49
<i>Overbrook</i>	9.08	10.08	11.03	11.08	12.53
Ardmore					
<i>Bryn Mawr</i>	9.12	10.13	11.07	11.12	12.59
Paoli	\$ 9.23	\$ 10.23	\$ 11.19	\$ 11.23	\$ 1.12
Exton	\$ 9.30	\$ 10.30	\$ 11.26	\$ 11.30	1.18
Downingtown	\$ 9.35	10.34	11.29	\$ 11.35	1.23
<i>Thorn</i>	9.37	10.35	11.31	11.37	1.25
Coatesville	9.40	\$ 10.39	11.33	11.40	
Parkesburg	\$ 9.45	10.43	\$ 11.39	\$ 11.45	
Lancaster	\$ 10.03	\$ 11.01	\$ 11.58	\$ 12.04	\$ 1.49
	\$ 10.05	\$ 11.03	\$ 12.00	\$ 12.06	\$ 1.52
Mount Joy	10.13	\$ 11.12	12.08	12.14	
<i>RHEEMS INT.</i>	10.19	11.18	12.11	12.20	2.03
Elizabethtown	\$ 10.23	\$ 11.22	\$ 12.15	\$ 12.23	\$ 2.06
Middletown	\$ 10.29	\$ 11.29	\$ 12.21	\$ 12.30	2.12
<i>STATE</i>	10.41	11.41	12.33	12.41	2.23
Harrisburg	A 10.43	A 11.43	A 12.35	A 12.43	\$ 2.26
					\$ 2.36
	A.M.	A.M.	P.M.	P.M.	P.M.

PHILADELPHIA TO HARRISBURG

	645 M-F P.M.	615 Sun P.M.	665 SaSu P.M.	647 M-F P.M.	649 M-F P.M.
Phila. 30th St.	\$ 1.25		\$ 2.38	\$ 3.30	\$ 4.09
	\$ 1.35	\$ 1.55	\$ 3.00	\$ 3.45	\$ 4.45
<i>Zoo-36thST</i>	1.39	1.59	3.04	3.49	4.49
<i>Zoo-JO</i>	1.40	2.00	3.05	3.50	4.50
<i>Overbrook</i>	1.43	2.03	3.08	3.53	4.53
Ardmore			\$ 3.12		\$ 4.57
<i>Bryn Mawr</i>	1.47	2.08	3.14	3.57	4.59
Paoli	\$ 1.59	\$ 2.22	\$ 3.25	\$ 4.09	\$ 5.11
Exton	\$ 2.06	\$ 2.30	\$ 3.33	\$ 4.17	\$ 5.18
Downingtown	\$ 2.11	\$ 2.34	\$ 3.37	4.22	\$ 5.23
<i>Thorn</i>	2.13	2.36	3.40	4.24	5.25
Coatesville	\$ 2.17	\$ 2.40	\$ 3.43	4.27	\$ 5.29
Parkesburg	\$ 2.22	\$ 2.45	\$ 3.49	4.32	\$ 5.34
Lancaster	\$ 2.41	\$ 3.04	\$ 4.07	\$ 4.49	\$ 5.53
	\$ 2.43	\$ 3.06	\$ 4.10	\$ 4.51	\$ 5.56
Mount Joy	\$ 2.52	\$ 3.16	\$ 4.19	4.59	\$ 6.05
<i>RHEEMS INT.</i>	2.56	3.23	4.22	5.02	6.08
Elizabethtown	\$ 3.00	\$ 3.27	\$ 4.26	\$ 5.05	\$ 6.12
Middletown	\$ 3.06	\$ 3.33	\$ 4.33	\$ 5.12	\$ 6.19
<i>STATE</i>	3.18	3.45	4.43	5.23	6.26
Harrisburg	A 3.20	A 3.47	A 4.45	A 5.25	A 6.30
	P.M.	P.M.	P.M.	P.M.	P.M.

	667 SaSu P.M.	651 M-F P.M.	653 M-F P.M.	669 SaSu P.M.	655 M-F P.M.
Phila. 30th St.	\$ 4.36	\$ 5.23	\$ 6.30	\$ 6.36	\$ 8.00
	\$ 4.55	\$ 5.35	\$ 6.42	\$ 6.55	\$ 8.15
<i>Zoo-36thST</i>	4.59	5.39	6.46	6.59	8.19
<i>Zoo-JO</i>	5.00	5.40	6.47	7.00	8.20
<i>Overbrook</i>	5.03	5.43	6.50	7.03	8.23
Ardmore	\$ 5.07	\$ 5.47	L 6.54	\$ 7.09	\$ 8.27
<i>Bryn Mawr</i>	5.09	5.49	6.56	7.11	8.29
Paoli	\$ 5.20	\$ 6.01	\$ 7.07	\$ 7.22	\$ 8.40
Exton	\$ 5.28	\$ 6.08	\$ 7.14	\$ 7.30	\$ 8.47
Downingtown	\$ 5.32	\$ 6.12	\$ 7.19	\$ 7.34	\$ 8.52
<i>Thorn</i>	5.35	6.15	7.21	7.37	8.54
Coatesville	\$ 5.38	\$ 6.18	\$ 7.25	\$ 7.40	\$ 8.59
Parkesburg	\$ 5.44	\$ 6.24	\$ 7.30	\$ 7.46	\$ 9.05
Lancaster	\$ 6.02	\$ 6.42	\$ 7.49	\$ 8.04	\$ 9.23
	\$ 6.05	\$ 6.45	\$ 7.51	\$ 8.07	\$ 9.25
Mount Joy	\$ 6.14	\$ 6.54	\$ 8.00	\$ 8.16	\$ 9.34
<i>RHEEMS INT.</i>	6.17	6.59	8.03	8.19	9.37
Elizabethtown	\$ 6.21	\$ 7.03	\$ 8.07	\$ 8.23	\$ 9.41
Middletown	\$ 6.28	\$ 7.10	\$ 8.14	\$ 8.30	\$ 9.48
<i>STATE</i>	6.38	7.20	8.25	8.40	9.58
Harrisburg	A 6.40	A 7.22	A 8.27	A 8.42	A 10.00
	P.M.	P.M.	P.M.	P.M.	P.M.

PHILADELPHIA TO HARRISBURG

	671 SaSu P.M.	619 M-F P.M.			
Phila. 30th St.	S 8.35				
	S 8.55	S 10.45			
<i>Zoo-36thST</i>	<i>8.59</i>	<i>10.49</i>			
<i>Zoo-JO</i>	<i>9.00</i>	<i>10.50</i>			
<i>Overbrook</i>	<i>9.03</i>	<i>10.52</i>			
Ardmore	S 9.07	L 10.57			
<i>Bryn Mawr</i>	<i>9.09</i>	<i>10.59</i>			
Paoli	S 9.20	L 11.10			
Exton	S 9.28	L 11.18			
Downingtown	S 9.32	L 11.22			
<i>Thorn</i>	<i>9.35</i>	<i>11.24</i>			
Coatesville	S 9.38	F 11.28			
Parkesburg	S 9.44	L 11.34			
Lancaster	S 10.02	L 11.53			
	S 10.05	L 11.55			
Mount Joy	S 10.14	F 12.04			
<i>RHEEMS INT.</i>	<i>10.17</i>	<i>12.07</i>			
Elizabethtown	S 10.21	L 12.11			
Middletown	S 10.28	F 12.18			
<i>STATE</i>	<i>10.38</i>	<i>12.27</i>			
Harrisburg	A 10.40	A 12.29			
	P.M.	A.M.			

HARRISBURG TO PHILADELPHIA

	640 M-F A.M.	600 M-F A.M.	660 SaSu A.M.	642 M-F A.M.	662 Sat A.M.
Harrisburg	\$ 5.00	\$ 6.30	\$ 7.20	\$ 8.00	\$ 8.20
STATE	5.01	6.31	7.21	8.01	8.21
Middletown	\$ 5.10	\$ 6.40	\$ 7.30	8.08	\$ 8.30
Elizabethtown	\$ 5.17	\$ 6.47	\$ 7.37	\$ 8.16	\$ 8.37
RHEEMS INT.	5.19	6.49	7.39	8.18	8.39
Mount Joy	\$ 5.23	\$ 6.53	\$ 7.43	8.21	\$ 8.43
Lancaster	\$ 5.33	\$ 7.03	\$ 7.52	\$ 8.30	\$ 8.52
	\$ 5.35	\$ 7.06	\$ 7.55	\$ 8.32	\$ 8.55
Parkesburg	\$ 5.54	\$ 7.25	\$ 8.14	8.49	\$ 9.14
Coatesville	\$ 5.59	\$ 7.30	\$ 8.19	8.53	\$ 9.19
Thorn	6.02	7.33	8.22	8.56	9.22
Downingtown	\$ 6.05	\$ 7.37	\$ 8.25	8.58	\$ 9.25
Exton	\$ 6.10	\$ 7.44	\$ 8.32	9.02	\$ 9.32
Paoli	\$ 6.19	\$ 7.53	\$ 8.41	\$ 9.10	\$ 9.41
Bryn Mawr	6.27	8.02	8.50	9.19	9.50
Ardmore	\$ 6.31		\$ 8.53		\$ 9.53
Overbrook	6.36	8.07	8.56	9.23	9.56
Zoo-JO	6.38	8.09	9.01	9.25	10.01
Zoo-36thST	6.39	8.11	9.02	9.26	10.02
Phila. 30th St.	\$ 6.45	A 8.19	\$ 9.09	\$ 9.35	\$ 10.09
	\$ 7.00		\$ 9.23	\$ 9.45	\$ 10.30
	A.M.	A.M.	A.M.	A.M.	A.M.

	644 M-F A.M.	664 SaSu A.M.	646 M-F A.M.	648 M-F A.M.	666 SaSu A.M.
Harrisburg	\$ 9.00	\$ 9.30	\$ 10.00	\$ 11.00	\$ 11.20
STATE	9.01	9.31	10.01	11.01	11.21
Middletown	\$ 9.10	\$ 9.40	10.08	\$ 11.10	\$ 11.30
Elizabethtown	\$ 9.17	\$ 9.47	\$ 10.16	\$ 11.17	\$ 11.37
RHEEMS INT.	9.19	9.49	10.18	11.19	11.39
Mount Joy	9.22	\$ 9.53	10.21	\$ 11.23	\$ 11.43
Lancaster	\$ 9.30	\$ 10.02	\$ 10.30	\$ 11.32	\$ 11.52
	\$ 9.33	\$ 10.03	\$ 10.32	\$ 11.34	\$ 11.55
Parkesburg	\$ 9.51	10.20	10.49	\$ 11.52	\$ 12.14
Coatesville	9.55	10.25	10.54	11.56	\$ 12.19
Thorn	9.57	10.27	10.56	11.58	12.22
Downingtown	\$ 10.01	\$ 10.30	10.58	\$ 12.02	\$ 12.25
Exton	\$ 10.07	\$ 10.36	11.02	\$ 12.08	\$ 12.32
Paoli	\$ 10.16	\$ 10.45	\$ 11.10	\$ 12.17	\$ 12.41
Bryn Mawr	10.25	10.54	11.19	12.26	12.50
Ardmore					\$ 12.53
Overbrook	10.29	10.58	11.23	12.30	12.56
Zoo-JO	10.31	11.02	11.25	12.33	1.01
Zoo-36thST	10.32	11.03	11.26	12.34	1.02
Phila. 30th St.	\$ 10.41	\$ 11.10	\$ 11.35	\$ 12.43	\$ 1.09
	\$ 10.55	\$ 11.25	\$ 11.45	\$ 1.00	\$ 1.30
	A.M.	A.M.	A.M.	P.M.	P.M.

HARRISBURG TO PHILADELPHIA

	650 M-F P.M.	42 Mo-Sa P.M.	668 Sun P.M.	670 SaSu P.M.	652 M-F P.M.
Harrisburg	\$ 12.00	\$ 12.45			
<i>STATE</i>	12.01	1.02	1.11	3.06	3.21
Middletown	\$ 12.10	1.10	1.18	\$ 3.15	\$ 3.30
Elizabethtown	\$ 12.17	\$ 1.18	\$ 1.26	\$ 3.22	\$ 3.37
<i>RHEEMS INT.</i>	12.19	1.20	1.28	3.24	3.39
Mount Joy	\$ 12.23	1.23	1.31	\$ 3.28	\$ 3.43
Lancaster	\$ 12.32	\$ 1.32	\$ 1.39	\$ 3.37	\$ 3.52
	\$ 12.35	\$ 1.35	\$ 1.42	\$ 3.40	\$ 3.54
Parkesburg	12.52	1.53	\$ 2.00	\$ 3.58	\$ 4.13
Coatesville	12.56	1.57	2.05	\$ 4.04	4.17
<i>Thorn</i>	12.58	2.00	2.07	4.07	4.19
Downingtown	\$ 1.01	2.01	\$ 2.10	\$ 4.10	\$ 4.22
Exton	\$ 1.07	\$ 2.07	\$ 2.16	\$ 4.16	\$ 4.28
Paoli	\$ 1.16	\$ 2.19	\$ 2.25	\$ 4.25	\$ 4.37
<i>Bryn Mawr</i>	1.25	2.30	2.34	4.34	4.45
Ardmore			\$ 2.38	\$ 4.37	\$ 4.49
<i>Overbrook</i>	1.29	2.35	2.41	4.40	4.52
<i>Zoo-JO</i>	1.32	2.39	2.45	4.45	4.55
<i>Zoo-36thST</i>	1.33	2.42	2.46	4.46	4.56
Phila. 30th St.	\$ 1.42	\$ 2.50	\$ 2.53	\$ 4.53	\$ 5.05
	\$ 2.05	\$ 3.25	\$ 3.05	\$ 5.10	\$ 5.18
	P.M.	P.M.	P.M.	P.M.	P.M.

	654 M-F P.M.	672 SaSu P.M.	656 M-F P.M.	618 Mo-Th P.M.	658 Fri P.M.
Harrisburg	\$ 4.30	\$ 5.05	\$ 5.35	\$ 6.40	\$ 6.40
<i>STATE</i>	4.31	5.06	5.36	6.41	6.41
Middletown	\$ 4.40	\$ 5.15	\$ 5.45	\$ 6.50	\$ 6.50
Elizabethtown	\$ 4.47	\$ 5.22	\$ 5.52	\$ 6.57	\$ 6.57
<i>RHEEMS INT.</i>	4.49	5.24	5.54	6.59	6.59
Mount Joy	\$ 4.53	\$ 5.28	\$ 5.58	7.02	7.02
Lancaster	\$ 5.02	\$ 5.37	\$ 6.07	\$ 7.10	\$ 7.10
	\$ 5.05	\$ 5.40	\$ 6.10	\$ 7.12	\$ 7.12
Parkesburg	\$ 5.23	\$ 5.58	\$ 6.28	L 7.30	\$ 7.30
Coatesville	\$ 5.29	\$ 6.04	\$ 6.34	7.34	7.35
<i>Thorn</i>	5.32	6.07	6.37	7.36	7.37
Downingtown	\$ 5.35	\$ 6.10	\$ 6.40	L 7.40	\$ 7.40
Exton	\$ 5.41	\$ 6.16	\$ 6.46	L 7.46	\$ 7.46
Paoli	\$ 5.50	\$ 6.25	\$ 6.55	L 7.55	\$ 7.55
<i>Bryn Mawr</i>	6.00	6.34	7.03	8.04	8.04
Ardmore	\$ 6.04	\$ 6.37	\$ 7.07		
<i>Overbrook</i>	6.08	6.40	7.10	8.08	8.08
<i>Zoo-JO</i>	6.12	6.45	7.14	8.10	8.10
<i>Zoo-36thST</i>	6.15	6.46	7.17	8.11	8.11
Phila. 30th St.	\$ 6.25	\$ 6.53	\$ 7.23	A 8.20	\$ 8.20
	\$ 6.50	\$ 7.10	\$ 7.40		\$ 8.35
	P.M.	P.M.	P.M.	P.M.	P.M.

HARRISBURG TO PHILADELPHIA

	44 Sun P.M.	610 Sat P.M.	620 M-F P.M.	612 Sun P.M.	622 M-F P.M.
Harrisburg	S 6.45				
	S 7.05	S 7.05	S 8.15	S 8.20	S 9.15
<i>STATE</i>	7.08	7.06	8.16	8.21	9.16
Middletown	7.16	S 7.15	S 8.25	S 8.30	S 9.25
Elizabethtown	S 7.23	S 7.22	S 8.32	S 8.37	S 9.32
<i>RHEEMS INT.</i>	7.25	7.24	8.34	8.39	9.34
Mount Joy	7.28	S 7.28	8.37	S 8.43	9.37
Lancaster	S 7.37	S 7.39	S 8.45	S 8.53	S 9.45
	S 7.40	S 7.40	S 8.47	S 8.55	S 9.47
Parkesburg	7.58	S 7.59	L 9.05	S 9.14	L 10.05
Coatesville	8.02	S 8.04	9.09	S 9.19	10.09
<i>Thorn</i>	8.05	8.07	9.11	9.22	10.11
Downingtown	S 8.09	S 8.10	L 9.15	S 9.25	L 10.15
Exton	S 8.15	S 8.16	L 9.21	S 9.32	L 10.21
Paoli	S 8.25	S 8.24	L 9.29	S 9.41	L 10.29
<i>Bryn Mawr</i>	8.35	8.33	9.40	9.50	10.40
Ardmore	S 8.38			S 9.53	
<i>Overbrook</i>	8.41	8.38	9.46	9.56	10.47
<i>Zoo-JO</i>	8.45	8.41	9.49	10.01	10.49
<i>Zoo-36thST</i>	8.48	8.42	9.50	10.02	10.50
Phila. 30th St.	S 9.00	A 8.50	A 9.55	A 10.10	A 10.55
	S 9.30				
	P.M.	P.M.	P.M.	P.M.	P.M.

CP12 (MN) - NYP

	230 M-F A.M.	250 SaSu A.M.	232 M-F A.M.	234 M-F A.M.	252 Sat A.M.
Schenectady Albany-Rensselaer	\$ 5.10	\$ 6.05	\$ 6.20	\$ 6.55	\$ 7.05
<i>CP 12 (MNRR)</i>	7.12	8.12	8.27	8.55	9.12
<i>Inwood</i>	7.15	8.15	8.30	8.58	9.15
<i>Empire</i>	7.30	8.30	8.40	9.10	9.30
<i>A (PSCC)</i>	7.34	8.34	8.44	9.14	9.34
New York	D 7.35	D 8.35	D 8.45	D 9.15	D 9.35
	A.M.	A.M.	A.M.	A.M.	A.M.

	236 Daily A.M.	280 Mo-Sa A.M.	254 Sun A.M.	290 M-F A.M.	238 Daily P.M.
Schenectady Albany-Rensselaer		\$ 9.17 \$ 9.50		\$ 10.23 \$ 10.50	
	\$ 8.05	\$ 10.05	\$ 10.05	\$ 11.05	\$ 12.05
<i>CP 12 (MNRR)</i>	10.12	12.10	12.10	1.12	2.12
<i>Inwood</i>	10.15	12.13	12.13	1.15	2.15
<i>Empire</i>	10.30	12.30	12.30	1.30	2.30
<i>A (PSCC)</i>	10.34	12.34	12.34	1.34	2.34
New York	D 10.35	D 12.35	D 12.35	D 1.35	D 2.35
	A.M.	P.M.	P.M.	P.M.	P.M.

	284 Daily P.M.	292 Sat P.M.	256 Sun P.M.	242 M-F P.M.	 48 Daily P.M.
Schenectady Albany-Rensselaer	\$ 12.09 \$ 12.50 \$ 1.05	\$ 1.15 \$ 1.45 \$ 2.05			\$ 1.50 D 2.40 D 3.30
<i>CP 12 (MNRR)</i>	3.12	4.12	4.12	5.22	5.41
<i>Inwood</i>	3.15	4.15	4.15	5.25	5.45
<i>Empire</i>	3.30	4.30	4.30	5.50	6.20
<i>A (PSCC)</i>	3.34	4.34	4.34	5.54	6.24
New York	D 3.35	D 4.35	D 4.35	D 5.55	D 6.25
	P.M.	P.M.	P.M.	P.M.	P.M.

	244 Daily P.M.	68 Daily P.M.	64 Daily P.M.	296 Sun P.M.	288 Sun P.M.
Schenectady Albany-Rensselaer		\$ 4.50 \$ 5.40 \$ 4.15	\$ 6.05 \$ 6.47 \$ 7.05	\$ 7.28 \$ 7.50 \$ 8.05	\$ 8.20 \$ 9.00 \$ 9.10
<i>CP 12 (MNRR)</i>	6.20	8.12	9.12	10.12	11.20
<i>Inwood</i>	6.23	8.15	9.15	10.15	11.23
<i>Empire</i>	6.40	8.30	9.30	10.30	11.38
<i>A (PSCC)</i>	6.44	8.34	9.34	10.34	11.44
New York	D 6.45	D 8.35	D 9.35	D 10.35	D 11.45
	P.M.	P.M.	P.M.	P.M.	P.M.

NYP - CP12 (MN)

	63 Daily A.M.	69 Daily A.M.	281 Daily A.M.	233 Daily A.M.	283 Daily P.M.
New York	LV 7.16	LV 8.16	LV 10.16	LV 11.46	LV 1.16
<i>A (PSCC)</i>	7.17	8.17	10.17	11.47	1.17
<i>Empire</i>	7.20	8.20	10.20	11.50	1.20
<i>Inwood</i>	7.31	8.31	10.31	12.01	1.31
<i>CP 12 (MNRR)</i>	7.34	8.34	10.34	12.04	1.34
Albany-Rensselaer	S 9.45	S 10.45	S 12.42	A 2.15	S 3.45
	S 10.03	S 11.05	S 12.55		S 3.55
Schenectady	S 10.26	S 11.29	S 1.17		S 4.17
	A.M.	A.M.	P.M.	P.M.	P.M.

	235 M-F P.M.	291 D exFr P.M.	255 Fri P.M.	 49 Daily P.M.	237 M-F P.M.
New York	LV 2.16	LV 3.16	LV 3.16	LV 3.46	LV 4.41
<i>A (PSCC)</i>	2.17	3.17	3.17	3.47	4.42
<i>Empire</i>	2.20	3.20	3.20	3.51	4.45
<i>Inwood</i>	2.31	3.31	3.31	4.02	4.56
<i>CP 12 (MNRR)</i>	2.34	3.34	3.34	4.07	4.59
Albany-Rensselaer	A 4.45	S 5.45	A 5.45	R 6.20	A 7.00
		S 6.00		R 7.05	
Schenectady		S 6.24		S 7.31	
	P.M.	P.M.	P.M.	P.M.	P.M.

	253 SaSu P.M.	239 Mo-Th P.M.	293 Fri P.M.	241 Daily P.M.	243 Daily P.M.
New York	LV 5.16	LV 5.41	LV 5.41	LV 7.16	LV 8.51
<i>A (PSCC)</i>	5.17	5.42	5.42	7.17	8.52
<i>Empire</i>	5.20	5.45	5.45	7.20	8.55
<i>Inwood</i>	5.31	6.01	6.01	7.31	9.06
<i>CP 12 (MNRR)</i>	5.34	6.04	6.04	7.34	9.09
Albany-Rensselaer	A 7.45	A 8.15	S 8.15	A 9.45	A 11.20
			S 8.25		
Schenectady			S 8.49		
	P.M.	P.M.	P.M.	P.M.	P.M.

	245 Mo-Th P.M.	261 Fri-Sun P.M.	1297 Mon A.M.		
New York	LV 10.51	LV 11.51	N 12.45		
<i>A (PSCC)</i>	10.52	11.52	12.46		
<i>Empire</i>	10.55	11.55	12.49		
<i>Inwood</i>	11.06	12.06	1.00		
<i>CP 12 (MNRR)</i>	11.09	12.09	1.05		
Albany-Rensselaer	A 1.20	A 2.20	A 2.55		
			DHD		
Schenectady					
	A.M.	A.M.	A.M.		

LETTERS AND CHARACTERS

A ...	Final stop to discharge passengers.
S ...	Regular stop to receive or discharge travel.
S* ...	Regular stop to receive or discharge travel. May depart up to 3" ahead of scheduled leaving time.
R ...	Stops only to receive passengers.
D ...	Stops to discharge travel; may leave ahead of scheduled leaving time when station work is completed.
L ...	Stops to pick up or discharge travel; <i>but</i> may leave ahead of schedule.
F...	Flag stop for boarding or departing passengers after advanced notice to conductor.
H ...	Regular stop; may depart up to 5 minutes earlier than shown if station work is completed.
DHD...	non-revenue train schedule
LV ...	Gate time — May leave up to 1 minute ahead of scheduled leaving time when station work is completed.
q ...	Gate time — May leave up to 2 minutes ahead of scheduled leaving time when station work is completed.
* ...	Operation note for traffic.
◇ ...	Schedule based upon 110 mph equipment in train.
□ ...	Schedule using High Speed Trainset.
☞ ...	Baggage service provided.

FREQUENCY CODES

D	Daily.
M-F	Monday through Friday.
Mon	Monday only.
M-Sa	Monday through Saturday.
M-Th	Monday through Thursday.
DexFr	Daily Except Friday
ThFr	Thursday and Friday only.
Fr-Su	Friday through Sunday.
WeFr	Wednesday and Friday only.
Fri	Friday only.
Sat	Saturday only.
Sun	Sunday only.
SaSu	Sat.and Sun. only.
Fri	Friday only.

SPECIAL INSTRUCTIONS

Numbering System

Special Instructions Numbered 34 through 47:

Special Instructions are generally numbered according to the Operating Rule number to which they refer. However, there is a gap between Rule 30 and Rule 70 in the Operating Rules. Certain of the missing numbers have therefore been assigned to the following operations:

Passenger Train Operation	34
Freight Train Operation	35
Passenger and Freight Train Operation	36
Speeds-Maximum and Various	37
Engine and Special Load Restrictions	40
Other Load and Equipment Restrictions	41
Wreck Derricks	42
Close Clearance	43
Hazardous Materials	45
Electrical Operation	47

Line Specific Special Instructions:

Special Instructions that refer to a specific line of railroad are listed following the applicable station page and are further identified by a letter according to the line:

B	Main Line—New Haven to Boston
C	36 th Street Connection
D	Dorchester Branch
E	Empire Connection
G	Main Line—Philadelphia to Harrisburg
H	Main Line—Harold to CP 216
L	Lehigh Line Connection
M	Main Line—Mill River to Springfield
N	Main Line—New York to Philadelphia
O	Middleboro Main Line
P	Main Line—Philadelphia to Washington
T	New York Terminal District
W	Washington Terminal

System Special Instructions:

Special Instructions that are not specific to a line of railroad are identified by the letter “S” to denote that they are System Special Instructions.

High Speed Trainset & HHP-8 Special Instructions:

Special Instructions which pertain only to the operation of High Speed Trainsets (HST) and HHP-8 locomotives are identified by the letter “A” to denote that they are HST & HHP-8 Special Instructions.

Appendix A:

Timetable Appendix “A” contains emergency procedures for the New York tunnels, and must be placed at the end of the Timetable.

(Continued on Next Page)

SPECIAL INSTRUCTIONS

Letters and Symbols Used in the Station Pages and Special Instructions

DED	.....	Dragging Equipment detector
HBD	.....	Hot Box detector
RA HB/DED	.....	Radio Alarm Hot Box/ Dragging Equipment Detector
IS	.....	Interlocking Station
P	.....	In service part time
PS	.....	Passenger Station
R	.....	Remotely controlled from
X	.....	In service continuously
Br	.....	Indicates a bridge
Cv or Cvs	.....	Indicates curve or curves

MAIN LINE—NEW HAVEN TO BOSTON (NHB)

STATIONS	M P	I N T	P S	N O T E S
NEW HAVEN	72.3	...	X	5
CP 273 R-MNR Section G RTC	72.4	X	...	...
CP 274 R-MNR Section G RTC	72.7	X	...	...
DIVISION POST (MNR)	72.9	...	...	...
MILL RIVER R-Shore Line TD (Main Line-Mill River to Springfield) (CSX)(P & W RR)	73.6	X	...	...
SHORE LINE JCT R-Shore Line TD	75.2	X	...	...
BRANFORD STATION	81.4	...	X	1
BRANFORD R-Shore Line TD	81.5	X	...	...
PINE R-Shore Line TD	82.8	X	...	7
ORCHARD R-Shore Line TD	83.1	X	...	7
MEADOW R-Shore Line TD	88.4	X	...	2
GUILFORD STATION	88.8	...	X	...
TRIEBEL R-Shore Line TD	89.2	X	...	2
GUILFORD R-Shore Line TD	90.4	X	...	...
MADISON	92.8	...	X	1
CLINTON	96.8	...	X	1
WESTBROOK	101.2	...	X	1
BROOK R-Shore Line TD	103.6	X	...	...
SAYBROOK R-Shore Line TD	104.7	X	...	...
OLD SAYBROOK	105.1		X	...
VIEW R-Shore Line TD	105.9	X	...	...
CONN R-Shore Line TD (Mvble. Brdg. Connecticut River)	106.8	X	...	...
CRESCENT R-Shore Line TD	115.0	X	...	...
NAN R-Shore Line TD (Mvble. Brdg. Niantic River)	116.7	X	...	...
SHAWS COVE R-Shore Line TD (Mvble. Brdg.) (NECR Connection)	122.5	X	...	11
NEW LONDON	122.9	...	X	4
GROTON R-Shore Line TD (Mvble. Brdg. Thames River) (P&W R.R.)	124.2	X	...	11
PALMERS COVE R-Shore Line TD	128.1	X	...	2, 11
MYSTIC RIVER R-Shore Line TD (Mvble. Brdg.)	131.9	X	...	11
MYSTIC STATION	132.3	...	X	...
STATE LINE (Conn.-R.I.)	141.1	...	...	...
WESTERLY	141.3	...	X	...
HIGH ST R-Main Line TD	142.9	X	...	11
KINGSTON STATION	158.1	...	X	...
KINGSTON R-Main Line TD	158.8	X	...	11
DAVISVILLE R-Main Line TD	168.0	X	...	...
MALCOLM R-Main Line TD	169.9	X	...	...
PACKARD R-Main Line TD	175.0	X	...	...
CRANSTON R-Main Line TD (P & W RR)	181.2	X	...	...
ATWELLS R-Main Line TD (No. 7 Running Trk)	184.2	X	...	3
BRAYTON R-Main Line TD	184.9	X	...	10
PROVIDENCE	185.1	...	X	...

MAIN LINE—NEW HAVEN TO BOSTON (NHB)

STATIONS	M P	I N T	P S	N O T E S
ORMS R-Main Line TD (No. 7 Running Trk)	185.6	X	...	3
PAWTUCKET R-Main Line TD	187.1	X	...	2
LAWN R-Main Line TD (Providence & Worcester R.R.)	188.6	X	...	...
STATE LINE (Mass.-RI)	190.8	...	...	...
SOUTH ATTLEBORO	191.9	...	X	...
HEBRONVILLE R-Main Line TD	193.3	X	...	...
EAST JUNCTION	194.4	...	...	...
THATCHER R-Main Line TD	196.2	X	...	9
ATTLEBORO	196.9	...	X	...
BORO R-Main Line TD (Middleboro Sec. Trk CSX)	197.2	X	...	8
HOLDEN R-Main Line TD	198.1	X	...	...
MANSFIELD STATION	204.0	...	X	...
MANSFIELD R-Main Line TD (Framingham Sec. Trk CSX)	204.0	X	...	...
SHARON	210.8	...	X	...
JUNCTION R-Corridor TD (Stoughton Branch)	213.9	X	...	...
CANTON JUNCTION	213.9	...	X	...
ROUTE 128	217.3	...	X	...
TRANSFER R-Corridor TD (Dorchester Branch)	218.5	X	...	...
READVILLE	219.2	...	X	...
READ R-Corridor TD (Franklin Branch)	219.6	X	...	...
HYDE PARK	220.3	...	X	...
FOREST R-Corridor TD (Needham Branch)	223.5	X	...	...
FOREST HILLS	223.7	...	X	...
PLAINS R-Corridor TD (Needham Branch)	224.3	X	...	...
RUGGLES ST	226.5	...	X	...
BACK BAY	227.6	...	X	...
COVE R-Terminal TD (Boston Line-CSX)	228.0	X	...	6
TOWER 1 R-Terminal TD (Dorchester Branch)	228.5	X	...	6
BOSTON (South Station)	228.7	...	X	...

Mile Post distances are measured from New York, GCT (MNR).

The direction from New Haven to Boston is East.

Note 1: SI 121-B2 applies.

Note 2: Interlocking Rules apply on No. 2 and No. 4 tracks only.

Note 3: No. 7 Running Track between Atwells and Orms controlled by Main Line TD. ACSES Rules 580–591 in effect.

Note 4: SI 121-B1 applies.

Note 5: All movements in New Haven Yard, except in Parcel G, must use MN radio channel 56-56.

Note 6: Remotely controlled by Dorchester TD on weekends, beginning 11:00 PM Friday, until 11:00 PM Sunday.

Note 7: Int Rules apply on No. 1 trk & Controlled Siding only.

Note 8: Interlocking Rules apply on No. 4 track only.

Note 9: Interlocking Rules apply on No. 1 and No. 3 tracks only.

Note 10: Interlocking Rules apply on Nos. 1, 3 & 5 tracks only.

Note 11: Remotely controlled by the New London Train Dispatcher Monday through Friday, 7:00 AM to 3:00 PM

240-B1. SIGNAL RULES and CURRENT OF TRAFFIC

251: On tracks where Rule 251 is in effect, the letter in parentheses () denotes the current of traffic: E=East, W=West, N=North, S=South. ABS Rules and CSS Rules 550 through 561 are in effect for movements with the current of traffic. Non-Signalled DCS Rules are in effect for movements against the current of traffic.

261: On trks where Rule 261 is in effect, ABS Rules & CSS Rules 550–561 are in effect for movements in both directions.

562: On tracks where Rule 562 is in effect, Rule 261, ABS Rules, and CSS Rules 550 through 563 (except Rules 554 and 556), are in effect for movements in both directions.

ACSES Rules: On tracks where the letter “A” follows the rule number, ACSES Rules 580–591 are in effect for movements in both directions.

Between	Tracks from South to North				Notes
	6	4	2	1	
CP 274 & Mill River	261	261	261	261	...
Between	Tracks from South to North				Notes
	4	2	1	3	
Mill River & Shore Line Jct	...	261-A	261-A	...	...
Shore Line Jct & Branford	...	562-A	562-A	...	...
Branford & Pine	...	562-A	261-A	...	...
Pine & Orchard	...	562-A	261-A	...	...
Pine Orchard Siding					3
Orchard & Meadow	...	562-A	562-A	...	...
Meadow & Triebel	261-A	261-A	562-A	...	...
Triebel & Guilford	...	261-A	562-A	...	...
Guilford & Brook	...	562-A	562-A	...	...
Brook & Saybrook	261-A	261-A	261-A	261-A	...
Saybrook & View	...	261-A	261-A	261-A	...
Gauntlet Track					5
View & Conn	...	261-A	261-A	...	...
Conn & Crescent	...	562-A	562-A	...	...
Crescent & Nan	...	261-A	261-A	...	...
Nan & Shaws Cove	...	562-A	562-A	...	...
Shaws Cove & Groton	...	261-A	261-A	...	...
Groton & Palmers Cove	261-A	261-A	562-A	...	...
Palmers Cove & Davisville	...	562-A	562-A	...	...
Davisville & Malcolm	...	261-A	562-A	...	6
Malcolm & Packard	...	562-A	562-A	...	...
Packard & Cranston	...	562-A	562-A	562-A	...
Cranston & Atwells	...	261-A	261-A	261-A	...
Atwells & Hebronville	...	261-A	261-A	...	4, 7
Hebronville & Thatcher	261-A	261-A	261-A	...	...
Thatcher & Holden	261-A	261-A	261-A	261-A	...
Holden & Transfer	...	261-A	261-A	...	...
Transfer & Cove	...	261-A	261-A	261-A	...
Cove & Tower 1	Int. Rules in effect on Tracks Nos. 2, 1, 3, 5 & 7.				1, 2

Note 1: Int Rules in effect on Station trks 1–13 between Tower 1 & Boston. Station trks 1–13 are designated Main trks.

Note 2: CSS Rules 550 through 561 are in effect on Trks 2, 1, & 3, for all movements in both directions to and from Main Line-New Haven to Boston.

Note 3: Rule 261, ABS, CSS Rules 550–561, and ACSES Rules 580–591 in effect on Pine Orchard Siding.

Note 4: Providence - Station Trks. 3 & 5 between Orms & Brayton designated Main Track, Rule 261 in effect.

Note 5: Rule 261 in effect, CSS Rules are not in effect.

Note 6: No. 4 track within Malcolm Interlocking extends west 7,493 feet to “Begin/End Signal Territory” sign.

Note 7: West of Pawtucket Int, Trk 4 designated Turnkey Industrial Trk; East of int, designated as yard trk.

37-B1. PASSENGER TRAINS and FREIGHT TRAINS MAXIMUM SPEEDS and SPEED RESTRICTIONS, UNLESS OTHERWISE RESTRICTED

Locations and speeds shown in normal type are maximum authorized speeds. Locations and speeds shown in **bold type** are speed restrictions. *Maximum equipment speeds listed in SI 37-S5 (pgs. 291-303) must not be exceeded.*

Where speeds change at an interlocking and the specific point where the speed change occurs is not specified, the lower speed will apply through the entire interlocking.

PASSENGER TRAIN TYPE "A" & "B" SPEEDS						
Train Type A refers to High Speed Trainsets (HST) with tilt system active .						
Train Type B refers to (1) HST's with tilt system disabled ; and (2) trains consisting exclusively of HHP-8, AEM-7, P40BH, P42BH, or P32-BWH engines, and Amfleet, Horizon, and Capitoline Control cars, or US DOT Test Car DOTX 216.						
NOTE: Trains must not exceed 110 MPH between New Haven and Boston unless ACSES is in service on the affected track. (See SI 580-B1, page 126)						
Between/At	Train Type "A"			Train Type "B"		
	Track Nos.			Track Nos.		
	2	1	Other	2	1	Other
Division Post & Mill River	50	50	...	50	50	...
Nos. 4 & 6 Trks.	...	...	35	...	...	35
Mill River & MP 76	70	70	...	70	70	...
Cv MP 74.2 & MP 76.0	...	...	...	65	65	...
Shore Line Jct Int limits	60	60	...	60	60	...
MP 76 & MP 81.7	80	80	...	70	70	...
Cv MP 77.9 & MP 78.1	75	75	...	65	65	...
Cv MP 80.0 & MP 80.2	75	75	...	...	...	...
Cvs MP 81.1 & MP 81.7	60	60	...	55	55	...
MP 81.7 & MP 85.6	120	120	...	110	110	...
Cv MP 81.7 & MP 82.4	110	110	...	100	100	...
Cv MP 83.2 & MP 83.7	110	110	...	100	100	...
Pine & Orchard: Pine Orchard Siding . . .	...	...	30	...	...	30
MP 85.6 & MP 87.5	95	95	...	95	95	...
Cv MP 85.6 & MP 86.0	85	85	...	80	80	...
Cv MP 87.2 & MP 87.5	85	85	...	75	75	...
MP 87.5 & MP 88.3	115	115	...	100	100	...
MP 88.3 & MP 94	125	125	...	115	115	...
Cv MP 93.0 & MP 93.3	100	100	...	90	90	...
MP 94 & MP 99.7	120	120	...	95	95	...
Cv MP 94.4 & MP 94.8	85	85	...	80	80	...
Cv MP 96.2 & MP 96.6	105	105	...	...	...	...
MP 99.7 & MP 103.9	90	90	...	90	90	...
Cv MP 99.7 & MP 100.1	...	...	...	80	80	...
Cv MP 100.1 & MP 101.0	...	...	...	85	85	...
Cv MP 102.0 & MP 102.2	80	80	...	70	70	...

37-B1. (Cont'd)						
PASSENGER TRAIN TYPE "A" & "B" SPEEDS						
Between/At	Train Type "A"			Train Type "B"		
	Track Nos.			Track Nos.		
	2	1	Other	2	1	Other
Cv MP 103.7 & MP 103.9	...	...	...	85	85	...
MP 103.9 & View	110	110	...	90	90	...
Brook & Saybrook: No. 3 Track	...	...	30	...	...	30
No. 4 Track	...	...	15	...	...	15
Saybrook & View: No. 3 Trk	...	...	30	...	...	30
Saybrook & MP 104.9: No. 3 Trk	...	...	15	...	...	15
View & MP 109.6	110	110	...	80	80	...
Cv MP 106.3 & MP 106.6	70	70	...	55	55	...
Conn Int limits	60	60	...	60	60	...
Cv MP 107.0 & MP 107.4	90	90	...	...	...	...
MP 109.6 & Nan	90	90	...	80	80	...
Cvs MP 112.1 & MP 112.8	70	70	...	65	65	...
Nan & MP 123	75	75	...	65	65	...
Nan Int limits	45	45	...	45	45	...
Cv MP 118.8 & MP 119.3	75	75	...	...	...	...
Cv MP 120.8 & MP 121.6	60	60	...	55	55	...
Shaw's Cove Int limits	60	60	...	60	60	...
Cvs MP 122.4 & MP 123	25	25	...	25	25	...
MP 123 & MP 124	40	40	...	40	40	...
MP 124 & MP 126.5	65	65	...	60	60	...
Groton & MP 127.0: No. 4 Trk	...	...	10	...	...	10
Cv MP 124.0 & MP 124.3	50	50	...	50	50	...
Cv MP 125.3 & MP 125.7	60	60	...	55	55	...
MP 126.5 & MP 132	90	90	...	80	80	...
MP 127 & Palmers Cove: No. 4 Trk	...	...	10	...	...	10
Cv MP 129.3 & MP 129.8	70	70	...	65	65	...
Cv MP 129.8 & MP 130.1	75	75	...	70	70	...
Cv MP 131.2 & MP 131.9	80	80	...	75	75	...
Br MP 131.9 & MP 132.0	60	60	...	60	60	...
MP 132 & MP 136.4	75	75	...	70	70	...
Cv MP 132.0 & MP 132.5	60	60	...	60	60	...
Cv MP 133.6 & MP 134.0	70	70	...	65	65	...
Cv MP 134.9 & MP 135.4	...	...	...	65	65	...
Cv MP 135.4 & MP 135.7	...	...	...	65	65	...
Cv MP 135.9 & MP 136.4	65	65	...	60	60	...
MP 136.4 & MP 142.1	90	90	...	80	80	...
Crossings: MP 136.4 & MP 136.7	80	80	...	...	...	...
Cv MP 141.8 & MP 142.1	85	85	...	...	...	...

37-B1. (Cont'd)						
PASSENGER TRAIN TYPE "A" & "B" SPEEDS						
Between/At	Train Type "A"			Train Type "B"		
	Track Nos.			Track Nos.		
	2	1	Other	2	1	Other
MP 142.1 & MP 145.5	90	90	...	90	90	...
Cv MP 142.4 & MP 142.7	...	...	...	80	80	...
Cv MP 144.1 & MP 144.6	...	...	...	80	80	...
Cv MP 145.1 & MP 145.5	85	85	...	75	75	...
MP 145.5 & MP 154.3	105	105	...	90	90	...
Cv MP 147.3 & MP 148.1	95	95	...	85	85	...
Cv MP 150.8 & MP 151.0	95	95	...	...	...	...
Cv MP 151.9 & MP 152.5	85	85	...	80	80	...
Cv MP 154.0 & MP 154.3	90	90	...	85	85	...
MP 154.3 & MP 171.7	150	150	...	150	150	...
Cv MP 159.7 & MP 160.5	130	130	...	120	120	...
Cv MP 170.5 & MP 170.9	130	130	...	125	125	...
MP 171.7 & MP 174.5	115	115	...	115	115	...
Cv MP 171.7 & MP 172.3	110	110	...	95	95	...
Cv MP 173.0 & MP 173.4	...	...	...	105	105	...
Cv MP 174.0 & MP 174.5	105	105	...	100	100	...
MP 174.5 & MP 180.5	150	150	...	125	125	...
Packard & MP 181.7: No. 3 Trk	...	...	50	...	...	50
No. 3 Trk:						
Cvs MP 176.3 & MP 176.6	...	...	45	...	...	45
Cvs MP 176.6 & MP 176.7	...	...	25	...	...	25
Cv MP 177.6	...	...	45	...	...	45
Cvs MP 178.7 & MP 179.1	...	...	40	...	...	40
Cvs MP 180.1 & MP 180.4	...	...	45	...	...	45
Cv MP 180.1 & MP 180.2	120	120	...	105	105	...
Cv MP 180.2 & MP 180.5	110	110	...	100	100	...
MP 180.5 & MP 181.7	100	100	...	90	90	...
No. 3 Trk:						
MP 181.7 & MP 183.1 . . .	...	...	45	...	...	45
MP 183.1 & MP 183.6 . . .	...	...	30	...	...	30
MP 183.6 & East Limits Atwells	...	...	25	...	...	25
MP 181.7 & Providence	70	70	...	60	60	...
Cv MP 181.7 & MP 181.9	55	55	...	50	50	...
Cv MP 182.3 & MP 182.8	65	65	...	...	...	...
Cvs MP 184.3 & MP 184.8	60	60	...	55	55	...
Cv West of Providence	30	30	...	30	30	...
Providence & MP 190.5	70	70	...	70	70	...
Station Tracks 3 & 5 . . .	...	...	25	...	...	25
Providence Sta. Platforms	30	30	...	30	30	...
Cv East of Providence	30	30	...	25	25	...
Cvs MP 185.4 & MP 186.4	60	60	...	55	55	...
Cv MP 188.7 & MP 189.2	60	60	...	55	55	...
Cvs MP 189.5 & MP 190.5	60	60	...	55	55	...
MP 190.5 & MP 194.5	125	125	...	125	125	...

37-B1. (Cont'd)						
PASSENGER TRAIN TYPE "A" & "B" SPEEDS						
Between/At	Train Type "A"			Train Type "B"		
	Track Nos.			Track Nos.		
	2	1	Other	2	1	Other
Hebronville & Thatcher: No. 4 Track	...	...	60	...	...	60
Cv Hebronville & MP 194.5 No. 4 Track	110	110	...	100	100	...
	...	...	30	...	...	30
Thatcher & Holden: No. 3 Track	...	...	80	...	...	80
No. 4 Track	...	...	60	...	...	60
MP 194.5 & MP 205	150	150	...	150	150	...
MP 205 & Transfer	130	130	...	120	120	...
Cv MP 206.6 & MP 207.0	125	125	...	115	115	...
Cv MP 213.0 & MP 213.8	125	125	...	...	115	...
Transfer & MP 227	120	120	...	110	110	...
Transfer & Read: No. 3 Track	...	...	60	...	...	60
Read & Forest: No. 3 Track	...	...	80	...	...	80
Forest & MP 227: No. 3 Track	...	...	100	...	...	100
Cv MP 220.4 & MP 220.7	...	...	...	105	105	...
Cv MP 222.1 & MP 222.3	115	...	...	105	...	...
MP 227 & West Limits Cove Int	60	60	...	60	60	...
No. 3 Track	...	...	60	...	...	60
Cv MP 227.3 & MP 228 No. 3 Track	30	30	...	30	30	...
	...	...	30	...	...	30
Within Limits Cove	30	30	...	30	30	...
Tracks 3, 5 & 7	...	...	30	...	...	30
Cove: Diverting between No. 1 & No. 2 Tracks . .	...	...	15	...	...	15
East Limits Cove & Tower 1:	All Tracks — 15 MPH					
Tower 1 & Boston:	All Tracks — 10 MPH					

PASSENGER TRAIN TYPE "C" & "D" SPEEDS						
Train Type C refers to passenger trains that do not meet the criteria for train types A, B, or D.						
Train Type D refers to passenger trains with mail, baggage or express cars in consist, that meet the Train Type D criteria defined in SI 37-S8, page 304.						
NOTE: Train Type "D" trains must not exceed 60 MPH when operating with inoperative cab signals.						
Between/At	Train Type "C"			Train Type "D"		
	Track Nos.			Track Nos.		
	2	1	Other	2	1	Other
Division Post & Mill River Nos. 4 and 6 tracks	35	35	...	35	35	...
	...	...	35	...	...	35
Mill River & MP 76	70	70	...	70	70	...
Cv MP 74.1 & MP 74.2	55	55	...	55	55	...
Cv MP 74.2 & MP 76.0	60	60	...	60	60	...
Shore Line Jct Int limits	60	60	...	60	60	...

37-B1. (Cont'd)						
PASSENGER TRAIN TYPE "C" & "D" SPEEDS						
Between/At	Train Type "C"			Train Type "D"		
	Track Nos.			Track Nos.		
	2	1	Other	2	1	Other
MP 76 & MP 81.7	70	70	...	70	70	...
Cv MP 77.9 & MP 78.1	60	60	...	60	60	...
Cv MP 80.0 & MP 80.2	60	60	...	60	60	...
Cvs MP 81.1 & MP 81.7	50	50	...	50	50	...
MP 81.7 & View	90	90	...	90	90	...
Pine & Orchard: Pine Orchard Siding . . .	...	...	30	...	...	30
Cv MP 85.6 & MP 86.0	70	70	...	70	70	...
Cv MP 87.2 & MP 87.5	65	65	...	65	65	...
Meadow & Triebel: No. 4 Track	...	...	45	...	...	45
Cv MP 93.0 & MP 93.3	80	80	...	80	80	...
Cv MP 94.4 & MP 94.8	70	70	...	70	70	...
Cv MP 96.2 & MP 96.6	85	85	...	85	85	...
Cv MP 99.7 & MP 100.1	70	70	...	70	70	...
Cv MP 100.1 & MP 101.0	80	80	...	80	80	...
Cv MP 102.0 & MP 102.2	65	65	...	65	65	...
Cv MP 103.7 & MP 103.9	75	75	...	75	75	...
Brook & Saybrook: No. 3 Track	...	...	30	...	...	30
No. 4 Track	...	...	15	...	...	15
Saybrook & View: No. 3 Trk	...	...	30	...	...	30
Saybrook & MP 104.9: No. 3 Trk	...	...	15	...	...	15
View & Conn	80	80	...	80	80	...
Cv MP 106.3 & MP 106.6	45	45	...	45	45	...
Conn Int limits	60	60	...	60	60	...
Conn & Nan	75	75	...	75	75	...
Cv MP 107.0 & MP 107.4	70	70	...	70	70	...
Cvs MP 112.1 & MP 112.8	60	60	...	60	60	...
Nan & MP 123	65	65	...	65	65	...
Nan Int limits	45	45	...	45	45	...
Cvs MP 118.6 & MP 119.3	60	60	...	60	60	...
Cv MP 120.8 & MP 121.6	50	50	...	50	50	...
Shaw's Cove Int limits	60	60	...	60	60	...
Cvs MP 122.4 & MP 123	20	20	...	20	20	...
MP 123 & MP 124	35	35	...	35	35	...
MP 124 & MP 126.5	60	60	...	60	60	...
Groton & MP 127.0: No. 4 Trk	...	...	10	...	...	10
Cv MP 124.0 & MP 124.3	40	40	...	40	40	...
Cv MP 125.3 & MP 125.7	50	50	...	50	50	...
Cv MP 126.3 & MP 126.5	55	55	...	55	55	...
MP 126.5 & MP 136.4	70	70	...	70	70	...
MP 127 & Palmers Cove: No. 4 Trk	...	...	10	...	...	10
Cv MP 129.3 & MP 129.8	55	55	...	55	55	...

37-B1. (Cont'd)						
PASSENGER TRAIN TYPE "C" & "D" SPEEDS						
Between/At	Train Type "C"			Train Type "D"		
	Track Nos.			Track Nos.		
	2	1	Other	2	1	Other
Cv MP 129.8 & MP 130.1	65	65	...	65	65	...
Cv MP 131.2 & MP 131.9	65	65	...	65	65	...
Br MP 131.9 & MP 132.0	60	60	...	60	60	...
Cv MP 132.0 & MP 132.5	50	50	...	50	50	...
Cv MP 133.6 & MP 134.0	55	55	...	55	55	...
Cvs MP 134.9 & MP 135.7	60	60	...	60	60	...
Cv MP 135.9 & MP 136.4	50	50	...	50	50	...
MP 136.4 & MP 142.1	80	80	...	80	80	...
Cvs MP 138.5 & MP 141.5	75	75	...	75	75	...
Palmer St. X'ing (MP 140.6)	75	75	...	75	75	...
Cv MP 141.8 & MP 142.1	70	70	...	70	70	...
MP 142.1 & MP 154.3	90	90	...	90	90	...
Cv MP 142.4 & MP 142.7	80	80	...	80	80	...
Cv MP 144.1 & MP 144.6	75	75	...	75	75	...
Cv MP 145.1 & MP 145.5	70	70	...	70	70	...
Cv MP 147.3 & MP 148.1	75	75	...	75	75	...
Cv MP 150.8 & MP 151.0	80	80	...	80	80	...
Cv MP 151.9 & MP 152.5	70	70	...	70	70	...
Cv MP 154.0 & MP 154.3	75	75	...	75	75	...
MP 154.3 & MP 180.5	110	110	...	90	90	...
Packard & MP 181.7: No. 3 Trk	...	...	50	...	...	40
No. 3 Trk:						
Cvs MP 176.3 & MP 176.6	...	...	45	...	...	...
Cvs MP 176.6 & MP 176.7	...	...	25	...	...	25
Cv MP 177.6	...	...	45	...	...	...
Cvs MP 178.7 & MP 179.1	...	...	40	...	...	...
Cvs MP 180.1 & MP 180.4	...	...	45	...	...	...
Cv MP 159.7 & MP 160.5	100	100	...	...	...	...
Cv MP 170.5 & MP 170.9	...	105	...	...	...	...
Cv MP 171.7 & MP 172.3	85	85	...	85	85	...
Cv MP 173.0 & MP 173.4	90	90	...	...	...	...
Cv MP 174.0 & MP 174.5	85	85	...	85	85	...
Cvs MP 180.1 & MP 180.5	90	90	...	...	...	...
MP 180.5 & MP 181.7	80	80	...	80	80	...
MP 181.7 & Providence	60	60	...	60	60	...
No. 3 Trk:						
MP 181.7 & MP 183.1 . .	...	...	45	...	...	40
MP 183.1 & MP 183.6 . .	...	...	30	...	...	30
MP 183.6 & East Limits Atwells	...	...	25	...	...	25
Cv MP 181.7 & MP 181.9	45	45	...	45	45	...
Cv MP 182.3 & MP 182.8	50	50	...	50	50	...
Cvs MP 184.3 & MP 184.8	45	45	...	45	45	...
Cv West of Providence	30	30	...	30	30	...
Providence & MP 190.5	70	70	...	70	70	...
Station Tracks 3 & 5 . . .	...	...	25	...	...	25

37-B1. (Cont'd)						
PASSENGER TRAIN TYPE "C" & "D" SPEEDS						
Between/At	Train Type "C"			Train Type "D"		
	Track Nos.			Track Nos.		
	2	1	Other	2	1	Other
Providence Sta. Platforms	20	20	...	20	20	...
Cv East of Providence	20	20	...	20	20	...
Cvs MP 185.4 & MP 186.4	50	50	...	50	50	...
Cvs MP 188.7 & MP 189.2	50	50	...	50	50	...
Cvs MP 189.5 & MP 190.5	50	50	...	50	50	...
MP 190.5 & MP 205	110	110	...	90	90	...
Hebronville & Thatcher: No. 4 Track	...	...	60	...	...	60
Cv Hebronville & MP 194.5 No. 4 Track	90	90	30	...	...	30
Thatcher & Holden: No. 3 Track	...	...	80	...	...	80
No. 4 Track	...	...	60	...	...	60
MP 205 & MP 226	100	100	...	90	90	...
Transfer & Read: No. 3 Track	...	...	60	...	...	60
Read & Forest: No. 3 Track	...	...	80	...	...	80
Forest & MP 226 No. 3 Track	...	...	100	...	...	100
Cv MP 220.4 & MP 220.7	95	95	...	...	...	...
Cv MP 222.1 & MP 222.3	90	95	...	...	...	...
MP 226 & MP 227	100	100	...	90	90	...
No. 3 Track	...	...	100	...	...	90
MP 227 & West Limits Cove Int	60	60	...	60	60	...
No. 3 Track	...	...	60	...	...	60
Cv MP 227.3 & MP 228 No. 3 Track	25	25	25	25	25	25
Within Limits Cove:	25	25	...	25	25	...
No. 3 Track	...	...	25	...	...	25
Tracks 5 & 7	...	...	30	...	...	30
Cove: Diverting between No. 1 & No. 2 Tracks	...	...	15	...	...	15
East Limits Cove & Tower 1:	All Tracks — 15 MPH					
Tower 1 & Boston:	All Tracks — 10 MPH					

FREIGHT TRAIN TYPE "E" SPEEDS			
NOTE: Freight trains with inoperative cab signals must operate in accordance with S.I. 555-B1, page 125.			
Between/At	Train Type "E"		
	Track Nos.		
	No. 2	No. 1	Other
Division Post & Mill River	20	20	...
Nos. 4 & 6 Trks.	...	...	20
Mill River & Shore Line Jct	20	20	...
Shore Line Jct, Diverting movements	...	...	10
Shore Line Jct & MP 77	30	30	...
MP 77 & Pine	40	35	...

37-B1. (Cont'd)			
FREIGHT TRAIN TYPE "E" SPEEDS			
Between/At	Train Type "E"		
	Track Nos.		
	No. 2	No. 1	Other
Pine & Orchard	50	20	...
Pine & Orchard: Pine Orchard Siding			20
Orchard & Brook	50	50	...
Meadow & Triebel: No. 4 Trk . . .	...	...	20
Brook & Saybrook	50	50	...
Nos. 3 & 4 Trks.	...	...	10
Within Limits of Saybrook Int	45	45	...
Saybrook & View	45	45	...
No. 3 Trk	...	...	10
View & Conn	25	25	...
Conn & Nan	50	50	...
Within Limits Nan Int	40	40	...
Nan & Shaws Cove	45	45	..
Cv MP 120.8 & MP 122.0	40	40	...
Shaws Cove & Groton	25	25	...
Cv MP 122.7 & MP 123.0	15	15	...
Groton & Palmers Cove	40	40	...
No. 4 Trk.	...	...	10
Cv at Groton Int	35	...	...
Palmers Cove & Mystic	35	35	...
Within Limits Mystic Int	40	40	...
Mystic & High St	50	50	...
Cv MP 132.0 & MP 132.5	40	40	...
High St & Kingston	50	50	...
Cv MP 151.9 & MP 152.5	45	45	...
Kingston & Cranston	50	50	...
Packard & MP 181.7: No. 3 Trk . .	...	...	40
Cvs MP 176.6 & MP 176.7: No. 3 Trk	...	...	25
MP 181.7 & MP 183.1: No. 3 Trk	...	...	40
MP 183.1 & MP 183.6: No. 3 Trk	...	...	30
MP 183.6 & East limits Atwells: No. 3 Trk	...	...	25
Cranston & East limits Atwells	30	30	...
East limits Atwells to Brayton	15	15	...
Brayton to Orms	15	10	...
Orms to MP 190.5	30	30	...
MP 190.5 & Hebronville	50	50	...
Hebronville & Thatcher	50	50	...
No. 4 Trk.	...	...	40
Cv Hebronville & MP 194.5 No. 4 Trk.	...	...	30
Thatcher & Holden	50	50	...
No. 3 Trk.	...	...	50
No. 4 Trk.	...	...	40
Holden & Transfer	50	50	...
Canton Jct Station Platform	40	40	...
Transfer & Read	20	20	...
No. 3 Trk.	..	..	20
Read & Forest	50	50	...
No. 3 Trk.	...	...	45

37-B1. (Cont'd)			
FREIGHT TRAIN TYPE "E" SPEEDS			
Between/At	Train Type "E"		
	Track Nos.		
	No. 2	No. 1	Other
Forest & Plains	20	20	..
No. 3 trk	...	...	20
Plains & MP 227	45	45	...
No. 3 trk	...	...	45
MP 227 & West Limits Cove	30	30	...
No. 3 trk.	...	...	30
Cv MP 227.3 & MP 228	15	15	...
No. 3 trk	...	...	10
Within Limits Cove Int	25	25	...
Tracks 3, 5 & 7	...	...	25
Cove: Diverting between			
No. 1 & No. 2 trks.	...	...	10
East Limits Cove & Boston	All Tracks – 10 MPH		

C-B1. OPERATING RULES QUALIFICATION

Amtrak Train & Engine service employees who operate over Metro-North territory solely within the New Haven Terminal area, including CP 274, CP 273, CP 272 & CP 271, are not required to attend a Metro-North Operating Rules Class. Instruction on the Metro-North Operating Rules required for operating in these areas, where they differ from those of Amtrak, will be included in Amtrak Operating Rules classes. This does not relieve such employees from meeting Metro-North's requirements for qualifying on the physical characteristics of the territory involved.

Metro-North Train and Engine service employees who operate over Amtrak between Division Post, MP 72.9 and MP 73.0 are not required to attend a NORAC operating rules class. Instruction on NORAC rules where they differ from those of Metro-North will be given as part of Metro-North rules class. This does not relieve Metro-North's employees from meeting Amtrak's requirements for qualifying on the physical characteristics of the territory involved.

F-B1. TUNNEL/WALL EMERGENCY EXITS

Emergency exits are in service at the following locations on the No. 2 Track side of the Main Line—New Haven to Boston, between Forest Hills and Back Bay: MP 223.87, 224.04, 224.23, 224.45, 224.61, 224.76, 224.96, 225.11, 225.30, 225.54, 225.77, 225.93, 226.04, 226.20, 226.96, 227.15 and 227.31.

F-B2. EMERGENCY TELEPHONES

ATS Telephones are in service at the locations listed below. These telephones are in grey boxes marked with the letter "T" in reflectorized tape. Where practical, telephones are located at the signal bungalow at designated location:

Location	Mile Post	Telephone No.
Cut Section West of Back Bay . .	227.6	580-7594
West Newton St. Stairwell	227.2	580-7910
Cut Section Wellington St.	227.1	580-7583
Ruggles St.	226.5	580-7584
Plains	224.3	580-7588
Forest	223.5	580-7589

1-B1. SHORE LINE EAST CUSTOMER SERVICES NOTICES

Shore Line East (SLE) Customer Services employees must read and comply with all SLE Customer Services Notices that are addressed to them. They are not required to carry these notices while on duty, but must be conversant with the contents of all notices in effect. SLE Customer Services Notices will be:

- ▶ Issued as required by the District Superintendent or staff of Shore Line East Commuter Rail.
- ▶ Numbered sequentially, the number being prefixed by the last two digits of the current year.
- ▶ Distributed and posted at signup locations and Train Dispatchers' office.

1-B2. BOSTON TERMINAL OPERATIONS NOTICE

Boston Terminal Operations Notices (BTON) will be issued as required, and will be numbered sequentially, the number being suffixed by the last two digits of the calendar year. The number of the most recent BTON will be published at the top of the Division Bulletin Order.

All yard employees working in Southampton Street Yard and Protect Crews reporting at South Station must read and retain a copy of the BTON. Road Crews must read these instructions, but are not required to carry them while on duty.

20-B1. ENGINE BELL

The engine bell must be sounded continuously when operating within Tower 1 limits.

34-B1. TRAIN APPROACH MESSAGE SYSTEM (TAMS)

Train Approach Message System (TAMS) is in service at the following stations: Branford, Guilford, Madison, Clinton, Westbrook, Old Saybrook, Mystic, Westerly, Kingston, South Attleboro, Mansfield, Sharon, Canton Jct., Route 128, Readville, Hyde Park, Forest Hills and Ruggles.

If TAMS is not functioning properly at any of these stations, the Dispatcher must:

1. Issue a 110 MPH speed restriction on the affected track(s), with limits designated to protect the affected station(s).
2. Issue verbal or Form D line 13 instructions requiring trains not scheduled to stop at the affected station(s) to blow one long sound of the engine horn when approaching each affected station on a track adjacent to a station platform.

Exception: The 110 MPH speed restriction and horn requirement will not be necessary when on-ground personnel are provided to protect the station(s) where a TAMS failure has occurred. These persons must monitor train movements through the CETC office and radio communication with trains. They must notify passengers to remain behind the yellow line when a train is approaching. Only the following categories of personnel may be relied upon to provide on-ground protection:

1. A train crew member.
2. A uniformed law enforcement officer (railroad or police).
3. A uniformed Customer Services employee.
4. An employee who is equipped by day with an orange vest, shirt or jacket; and by night with a retroreflective orange, white or yellow vest, shirt or jacket.

35-B1. PROVIDENCE STATION: FREIGHT TRAINS

Freight trains containing cars which exceed Plate C dimensions are prohibited from operating on Nos. 1, 2, 3 and 5 tracks.

36-B1. PROVIDENCE STATION: STOP LOCATIONS

Eastward trains stopping at Providence Station must stop locomotive(s) outside of the station tunnel. Westward trains stopping at Providence Station must stop locomotive(s) under exhaust vent openings at the west end of the station platforms.

36-B2. PROVIDENCE YARD: ENGINE STORAGE

Train crews must store engines on the west end of Track 21 in the Engine Storage Area at the completion of work.

36-B3. BACK BAY TUNNEL

Engines and control cars must not exceed the sixth throttle position while operating through the Back Bay Tunnel.

36-B4. BACK BAY – LOCATIONS FOR TRAINS STOPPING

Diesel Engines: Must not be stopped under Bridge 228.41, Harrison Ave.
Eastward Trains: Must stop locomotive(s) east of the low station ceiling.
Westward Trains: Must spot train with locomotive(s) entirely west of the escalator.

36-B5. SOUTH STATION: DIESEL OPERATION

All trains arriving South Station must not be stopped with diesel locomotive(s) under overhead bus terminal, unless otherwise instructed by the Terminal Train Dispatcher. For reference, car markers have been installed on all platforms.

Trains arriving South Station on Tracks 8, 9, and 10 may pull down to the end of track. Vent fans for Tracks 8, 9, and 10 are installed and in service.

NOTE: This instruction does not apply to double drafts. When necessary for double draft to be brought into the station it must not remain longer than necessary.

36-B6. PROVIDENCE STATION TUNNEL: DIESEL OPERATION

Engines and control cars must not exceed the sixth throttle position while operating through the Providence Station Tunnel.

37-B2. SPEEDOMETER CHECKING: MEASURED MILES

The distance between the sets of Mile Posts listed below is a measured mile. White marker posts are installed on both sides of the tracks at locations marked with an asterisk(★).

★MP 78- ★MP 79	MP 150- MP 151	★MP 192-★MP 193
★MP 83- ★MP 84	MP 154- MP 155	MP 199-★MP 200
MP 93- MP 94	MP 161- MP 162	★MP 200-★MP 201
MP 96- MP 97	MP 163- MP 164	MP 214- MP 215
MP 107- MP 108	★MP 164-★MP 165	MP 215- MP 216
MP 113- MP 114	MP 166- MP 167	MP 217- MP 218
MP 115- MP 116	MP 169- MP 170	MP 219- MP 220
MP 119- MP 120	MP 174- MP 175	MP 220- MP 221
MP 131- MP 132	MP 175- MP 176	MP 221- MP 222
MP 149- MP 150		

37-B3. MAXIMUM SPEEDS-OTHER TRACKS

Location/Between	Tracks	Restricted Speed not exceeding
Cove & Broad	Wye Connector	10 MPH
Mill River and Boston	All industrial tracks and yard tracks	10 MPH
New Haven - Parcel G	All, including Loop Track	5 MPH
New Haven - CDOT Shop	All	5 MPH
Clinton	Clinton Siding	15 MPH Psgr. 10 MPH Frt.
Saybrook & View	Gauntlet Track	10 MPH
Groton Interlocking	Wye Tracks	10 MPH
Pawtucket (MP 187)	Turnkey Industrial	5 MPH

40-B1. ENGINE AND EQUIPMENT RESTRICTIONS

The numbers shown in the columns to the right of each listed location specify the maximum dimension engines and equipment that may be operated. Engine and equipment dimension specifications are assigned in S.I. 37-S5 (page 291) for equipment authorized to operate on the NEC.

Notes shown in parentheses in the location column are defined at the end of the table.

Location	Tracks				
	6	4	2	1	Other
New Haven Station (Metro North)	4	4	4	4	4
No. 6 trk adjacent to retaining wall . (a)	...	...	...	...	...
No. 2 trk O.H. Br No. 71.60, Lamberton St (a)	..	...	...	...	...
No. 1 trk O.H. Br No. 71.74, Howard Ave (a)	...	...	...	...	...
Location	Tracks				
	4	2	1	3	Other
New Haven & Davisville	5	5	5	5	5
Davisville & Cranston	...	5	5	...	...
Cranston & Atwells	...	5	6	...	...
Atwells & Orms	...	4	4	4	...
No. 5 Track	...	...	...	...	4
No. 7 Running Track	...	...	...	...	6
Orms & Lawn (b)	...	5	5	...	...
Lawn & Boro (d)	5	5	5	5	...
Boro & Holden	6	5	5	5	...
Holden & Mansfield	...	6	6	...	...
Mansfield & Junction (e)	...	5	5	...	...
Junction & Read (c)	...	5	5	...	...
Read & Plains	...	4	4	5	...

40-B1. (Cont'd)					
Location	Tracks				
	4	2	1	3	Other
Plains & Cove	...	4	4	4	...
Cove & Tower 1, all tracks	4	4	4	4	4
Notes: (a) The side mirror(s) must be folded closed against locomotive for movement on this track. (b) Plate F Cars measuring 17' 0" may operate between Lawn and West River Industrial Park switch on Track 2. (c) Plate F Cars measuring 17' 0" may operate between Transfer and Route 128 Industrial Park switch on Track 1. (d) Plate F cars measuring 17' 0" or less may operate on Trk 4 between Boro & Olive St OH Br, MP 196.72, but must not operate under Olive St OH Br. (e) Plate F cars measuring 17' 0" may operate between Mansfield and the Merken's Chocolate Lead track.					

41-B1. DOUBLE STACK CARS – CLOSE CLEARANCE

Due to close clearance, operation of double stack cars (loaded or empty) is prohibited on No. 1 Track at New London.

41-B2. CARS EXCEEDING 263,000 POUNDS

Providence & Worcester Railroad (P&W) trains containing cars with gross weight not exceeding 286,000 pounds may operate on all tracks between Lawn (MP 188.6) and New Haven. **Note:** Cars operating on all other segments of the NHB Line are limited to 263,000 pounds, per SI 41-S2, page 305.

43-B1. SAYBROOK - CLOSE CLEARANCE

Due to close clearance with catenary pole at Fortune Plastics track (MP 104.7), and close clearance with signal case on Track No. 3 at crossover, employees must use caution when working in these areas.

43-B2. KINGSTON - CLOSE CLEARANCE

Intertrack fence erected between No. 1 and No. 2 tracks at Kingston. Will not clear man on side of car.

43-B3. JUNCTION - CLOSE CLEARANCE

Due to close clearance next to retaining wall adjacent to No. 2 track between Chapman St. OH Br Mp 214.22 and Spaulding St. OH Br MP 214.33, employees must use caution when working in this area. Will not clear man on side of car.

43-B4. CANTON JCT. - CLOSE CLEARANCE

Due to close clearance, high level platforms adjacent to No. 1 and No. 2 tracks at Canton Jct. station will not clear man on side of car.

45-B1. PROVIDENCE STATION TUNNEL

Freight trains with HAZARDOUS MATERIALS cars in consist must not pass through Providence Station Tunnel area without first communicating with the Main Line Dispatcher. The Main Line Dispatcher must ensure there are no passenger trains operating within Providence Station tunnel and all passengers and employees have been cleared from platform area, prior to authorizing a freight train with HAZARDOUS MATERIALS cars to operate through the tunnel.

47-B1. ELECTRIC ENGINES: MAXIMUM NUMBER OF RAISED PANTOGRAPHS

When more than 2 consecutively coupled AEM-7 locomotives are moved in a train or lite engine consist, pantographs must not be raised on more than 2 locomotives.

47-B2. CATENARY DEAD SECTIONS

The following chart specifies the locations where dead sections are installed in the catenary system between New Haven and Boston. “Dead Section” signs (**black** signs with white letters “DS”) are installed 2 catenary poles before each dead section. “Approach Dead Section” signs (**yellow** signs with white letters “DS”) are installed on catenary poles approximately 15 seconds (based on maximum track speed) before each dead section.

In accordance with AMT-2 Instruction 3.302, Engineers of electric trains must have the throttle in the OFF position while operating through each dead section. In addition to this requirement, Engineers on AEM-7, HHP-8 and HST locomotives/power cars must have the Main Circuit Breaker (MCB) switch in the OPEN position while operating through each dead section or voltage change location. Electric trains that stop with a raised pantograph in a dead section or voltage change location must contact the Dispatcher for instructions.

Location Relative to Nearest Station	Specific Location of Each Dead Section			Note
	Trk	West End	East End	
West of Mill River	2 & 4	MP 73.21	MP 73.30	1
	1 & 6	MP 73.17	MP 73.26	
West of Branford	2	MP 78.91	MP 78.98	...
	1	MP 78.93	MP 79. 01	
West of Brook	2	MP 103.03	MP 103.13	...
	1	MP 103.06	MP 103.16	
West end Groton	1 & 2	MP 123.62	MP 123.66	2
East of High St	1 & 2	MP 150.10	MP 150.21	...
West of Cranston	1 & 2	MP 176.88	MP 176.99	...
East of Holden	1 & 2	MP 198.92	MP 199.01	...
East of Sharon	1 & 2	MP 212.30	MP 212.42	...

Note 1: This dead section is also a catenary voltage change location from 12.5KV to 25KV.

Note 2: Dead Section Stop Signs (white sign with black letters “DS STOP”) in service for eastbound electric trains on Tracks 1 and 2 at MP 123.41. To avoid an unnecessary stop in the dead section at Groton, **electric trains** operating with a **Restricting cab signal** or with **inoperative cab signals** must not pass this sign without permission of the Dispatcher. The Dispatcher must not give this permission until the home signal has been displayed at Groton, or the train has been given Rule 241 permission to pass the home signal in Stop position. Rule 241 permission may be given when the train is stopped at the Dead Section Stop Sign.

47-B3. MOVEABLE CATENARY UNIT

A Moveable Catenary Unit (MCU) is an apparatus of the catenary structure located on moveable bridges. An MCU allows the catenary structure to disconnect, and moves the catenary to a clear position. Employees whose duties require them to be on the bridge structure during operation must be aware of and take the necessary precautions to avoid injury due to the movement of the MCU. MCU's are now in operation on all moveable bridges.

47-B4. ELECTRIC ENGINES IN CONSIST

All trains, except scheduled Amtrak trains, must not operate with an electric engine in their consist without permission of the Train Dispatcher.

The Dispatcher must notify the connecting dispatching district, division or railroad of any trains operating with electric engines in consist other than scheduled Amtrak trains.

47-B5. NEW HAVEN PARCEL G

Employees who operate electric engines must not pass the sign on the Pit Track at Parcel G in New Haven without permission of the Mechanical Foreman. The sign is located to the right of the Pit Track.

72-B1. TRAIN INSPECTION DETECTORS

Type of Detector	Mile Post Location	Direction of Operation	Trk(s)	Recorder Location	Notes
RA HB/DED	79.0	East & West	1 & 2	East Haven	1
RA HB/DED	107.9	East & West	1 & 2	Soundview	1
RA HB/DED	127.8	East & West	1 & 2	Midway	1
RA HB/DED	154.3	East & West	1 & 2	Kenyons	1
RA HB/DED	168.7	East & West	1, 2 & 4	Davisville	1
RA HB/DED	183.5	East & West	3	Atwells	1
RA HB/DED	189.8	East & West	1, 2 & 7	Pawtucket	1
RA HBD	208.7	East & West	1 & 2	Hawk	1
Note 1: SI 72-S1 (page 314) applies.					

94-B1. CALLING SIGNALS ON PUSH-PULL TRAINS

Rule 94(b) does not apply to push-pull trains operating in territory where Rule 562 is in effect (cab signals without fixed automatic block signals).

98-B1. NEW HAVEN: PARCEL G

Prior to moving equipment into or out of Parcel G, employees that have not worked in Parcel G within the preceding 6 months must have a documented job briefing with the Parcel G Operations Clerk. This job briefing may be held face to face or via telephone.

All movements operating in Parcel G New Haven must contact the Operations Clerk for permission and track assignments. The Operations Clerk can be reached via

98-B1. (Cont'd)

radio on either the Amtrak or the MNR radio channel, and also by ATS phone number 561-6161 or 561-6162.

A trainman, as designated by the Conductor, who is qualified on the Metro-North Operating Rules required for operating in Parcel G (see SI C-B1) and the physical characteristics of New Haven Terminal must ride all movements into and out of Parcel G. If the Engineer is on the leading end of the movement, the trainman must ride with the Engineer if at all possible.

98-B2. CONTROL OF YARD TRACKS**New Haven CDOT Shop - Car Shop and Locomotive Servicing Tracks**

The following New Haven CDOT Shop tracks are designated Car Shop and Locomotive Repair Tracks. Authority of the employee named must be obtained before any movement is made. The Metro North Yardmaster may be contacted on channel 29-29. The Mechanical Foreman may be contacted on channel 56-56.

TRACKS	CONTROLLED BY
Tracks 24, 25, 26, 27, 27A, 29, 30, 32, and 47.	CDOT Mechanical Foreman
Tracks 21, 22 and 23 (west of CDOT Shop) - to the west derail.	CDOT Mechanical Foreman
All Other Tracks	Metro North Yardmaster

99-B1. FRA EXCEPTED TRACK—EAST LYME YARD

East Lyme Yard (MP 115.7) is FRA Excepted Track.

101-B1. MOVEMENT WITHIN NEW HAVEN CDOT SHOP AREA

An on-ground crew member must immediately precede all movements within the shop area (Tracks 24, 25, 26, & 27 within the building).

This employee must be prepared to stop the move should personnel enter the movement area unexpectedly.

104-B1. SWITCHES EQUIPPED WITH ELECTRIC LOCKS

The following hand-operated switches are equipped with an electric lock. Permission to occupy Main Track, Interlocking or Controlled Siding must be obtained from the employee listed before lock is removed from keeper.

Locations	Switch	Notes
MP 88.9	No. 1 trk Whitfield Yard	2 & 3
MP 90.7	No. 1 trk to Landon Lumber	2 & 3
MP 95.7	No. 2 to Clinton Siding	2 & 3
MP 96.6	No. 2 to Clinton Siding	2 & 3
MP 96.6	No. 1 trk to Chesebrough Pond Co.	2 & 3
MP 97.5	No. 1 trk to Chesebrough Warehouse	2 & 3
MP 104.7	No. 3 trk to Fortune Plastic	...
MP 105.2	No. 3 trk to East Leg of Wye	7
MP 105.3	No. 3 trk to Tilcon Siding	...

104-B1. (Cont'd)		
Locations	Switch	Notes
MP 105.6	No. 2 track to Yard Trk. 6	...
MP 105.7	No. 3 trk to Tilcon Siding	...
MP 115.7	No. 1 trk to East Lyme Yard	...
MP 117.7	No. 2 trk to Millstone Point	...
MP 119.7	No. 2 trk to Hendell's	...
Shaws Cove	Facing point in No. 1 trk to	1, 2, 5
New London	Trailing point (when operating east on	2, 3
Mystic River	No. 1 trk to Mystic Yard	5
MP 141.7	No. 1 trk to Westerly Yard	...
MP 149.9	No. 2 trk to Hot Box Trk	2 & 3
MP 157.6	No. 1 Trk to Arnold Lumber Siding	2 & 3
MP 170.9	No. 1 trk to East Greenwich Yard	2 & 3
MP 174.5	No. 1 trk to Gannon Chemical	2 & 3
1000 feet east	No. 3 trk to Wellington Siding (facing	...
645 feet west	No. 3 trk to Wellington Siding (trailing	...
2972 feet west	No. 3 trk to Spaulding Brick Co.	...
MP 187.9	No. 2 trk to Patch	2 & 3
MP 193.8	No. 1 trk to Furmans Lumber	2 & 3
MP 193.9	No. 4 trk to East Jct Yard	2,3,8,9
MP 194.3	No. 4 trk to East Jct Branch	2 & 3
MP 197.9	No. 4 trk to Forte Fiber	2 & 3
MP 202.5	No. 1 trk to Zayre	2 & 4
MP 203.5	No. 1 trk to American Paper	2 & 4
MP 204.2	No. 1 track to Blaines Chemical	2 & 3
MP 204.2	No. 2 track to Merken's Chocolate	2 & 3
1637 feet east of MP 216	No. 1 trk to west end Rte 128 Ind Park	2 & 3
130 feet east of MP 217	No. 1 trk to east end Rte 128 Ind Park	2 & 3

Note 1: Instructions for operation of switches will be posted in telephone box or at other convenient location adjacent to switch.

Note 2: To enter side trk from Main Trk, train must occupy trk circuit which extends 50 ft from point of switch, before switch can be opened.

Note 3: After permission has been obtained from the Dispatcher or Operator, switch lock may be removed as follows:

Depress treadle on electric lock to remove switch lock. After switch lock has been removed from keeper, approximately thirty (30) seconds must elapse before electric lock can be released.

After electric lock releases, step on bottom treadle to release handle of switch mechanism.

Switch lock must be replaced in keeper after switch is returned to normal position for restoration of signals.

Note 4: The requirements of **Note 3** apply, except a period of two minutes will elapse before the electric lock can be released.

Note 5: Controlled by Shore Line TD.

Note 6: Controlled by Main Line TD.

Note 7: All independent derails must be in derailing position to unlock main trk switch & allow trk circuit to show unoccupied.

Note 8: To enter side trk from Main Trk, No. 4 Trk switch must first be opened to unlock hand operated split point derail switch, after which derail can be lined for train movement. After train is clear of derail, the derail must be restored to the derailing position before No. 4 Trk switch can be closed and locked.

Note 9: To leave side trk, Trk 4 switch must first be opened to unlock hand operated split point derail switch, after which derail can be lined for train movement. Derail must be restored to the derailing position before Trk 4 switch can be closed and locked.

**104-B2. NORMAL POSITION OF SWITCHES AND
CROSSOVERS AT SPECIFIED LOCATIONS:**

Switch location	Connecting	With	Normal Position is for Movement	Note
West Class Yard	West Class Yard	Thorofare	Thorofare	...

119-B1. EXCESSIVE DIMENSION CARS

All cars exceeding Plate C are to be considered excessive dimension cars on the NHB Line. Train crews handling such cars must not occupy an Amtrak main track or running track until the Conductor or Engineer has communicated with the Dispatcher, and ensured that the Dispatcher has received the required restricted car information.

121-B1. NEW LONDON

Rule 121(c) applies to all trains approaching New London station, unless notified by the Shore Line Train Dispatcher.

121-B2. INTERVENING TRACKS AT STATION PLATFORMS

The first two sentences of Rule 121B are modified as follows: Passenger trains approaching Branford Station, Madison, Clinton, and Westbrook that are routed to a track that will result in a station stop for receiving or discharging passengers across a main track must not enter the station without assurance from the Train Dispatcher that protection on the track adjacent to the station platform has been provided in accordance with Rule 121B. As a reminder of this requirement Rule 121B signs are installed approximately one mile prior to these stations.

138-B1. PUBLIC CROSSINGS AT GRADE

Column 1: Apparatus provided to automatically interrupt operation of highway crossing protection, including motion sensing detectors and/or predictors. Rule 138(g)(3) applies.

Column 2: Apparatus provided to interrupt operation of crossing protection manually by manipulation of a lever, plug or push button generally located on the signal control case close to the crossing.

Column 3: Circuitry will automatically interrupt crossing protection when switches, located within the activation circuit of the crossing, are reversed. After protection has been interrupted, trains must not occupy the crossing until the protection has been operating for at least 20 seconds, or if equipped with gates, they are in the horizontal position. (Also, see S.I.'s 138-S1 & 138-S2, pgs 335 & 336)

MP	CROSSING	TRACKS	1	2	3	NOTES
120.2	Miner Lane	1 & 2	...	...	X	4
122.5	Bank St. Extension	1 & 2	X	X	...	...
122.8	State St.	1 & 2	...	X	...	...
		NECR Conn	...	...	...	...
123.0	Governor Winthrop Blvd	1 & 2	X	...	...	1
		NECR Conn	...	...	...	2
131.2	School St.	1 & 2	...	...	...	4, 5, 7
132.3	Broadway Extension	1 & 2	...	X	...	4, 7
133.4	Latimer Point Rd	1 & 2	...	X	...	4, 7
134.9	Wamphassuc	1 & 2	...	...	...	4, 7
136.6	Walkers Dock	1 & 2	...	X	...	3
136.7	Freemans Island	1 & 2	...	X	...	3
140.6	Palmer St.	1 & 2	X	X	...	4, 6, 7

Note 1: Eastward trains making station stop at New London must stop west of CC sign located 740 feet west of MP 123.

Note 2: Color light dwarf signals in service on C.V. connection track 50 feet east and west of crossing. These are GATE INDICATOR signals for the crossing apparatus. After 30 seconds, if the yellow aspect is not displayed, trains must approach the crossing prepared to stop and must provide protection if gates are not horizontal.

Note 3: In conjunction with multiple whistle posts associated with Walkers Dock & Freemans Island, trains must sound one sequence of engine whistle signal 19(b) until the last crossing is occupied.

Note 4: "Smart crossing" equipped with 4 quadrant gates (a highway vehicle gate on each corner of the highway/rail intersection) and a vehicle detection system installed between the gates. Crossing is interconnected with the cab signal system and has the ability to downgrade the cab signals in accordance with Rule 553. When a train is approaching the crossing, the highway warning system will start to operate, causing the warning lights to flash and all gates to come down. If, within a predetermined distance and time, all gates are not down or the vehicle detection system does not show clear, the approaching train's cab signal will drop to Restricting immediately. **Note: At School Street, the approaching train's cab signals will quickly downgrade one aspect at a time until it reaches Restricting.** Approaching trains receiving such downward cab signal changes must approach the crossing prepared to stop. If conditions change before the crossing is reached, the cab signal may change to a more favorable aspect, and trains will be governed by Rule 553. **Trains with inoperative cab signals must approach crossing prepared to stop, including trains operating on a Clear to Next Interlocking Signal, Rule 280a.**

138-B1. (Cont'd)

Note 5: Westward trains making station stop at Mystic Station must stop east of “CC” sign located approximately 150 feet west of Broadway Extension, MP 132.3, or be governed by Train Dispatcher’s instructions.

Note 6: Westbound trains stopping at Westerly Station must not exceed 70 MPH passing MP 142 and must not exceed 55 MPH between Westerly and Palmer St. Crossing.

Note 7: Designated a Quiet Zone.

175-B1. “80 MPH SLOW BY” SPEED RESTRICTION

In the application of SI 175-S2, the “80 MPH Slow By” speed restriction may be issued via TSRB in lieu of a Form D on the NHB Line.

When the speed restriction is issued by TSRB:

1. The restriction will apply to the entire train.
2. No start or end times for the restriction will apply.
3. The restriction will remain in effect until cancelled.

241-B1. UNATTENDED MOVABLE BRIDGES

When a train encounters a Stop Signal at an unattended Movable Bridge, the Dispatcher must not authorize the train to pass the Stop Signal until the train crew has examined the route to ensure that the Movable Bridge and associated derails are properly lined.

242-B1. MALCOLM - IMPERFECTLY DISPLAYED SIGNALS

The most restrictive signal that can be given by the signal governing westward movements on Track 4 at the west end of Malcolm (at the begin/end signal territory sign) is “Restricting”.

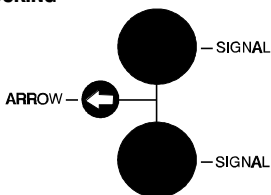
242-B2. PAWTUCKET - IMPERFECTLY DISPLAYED SIGNAL

The most restrictive signal that can be given by the signal governing eastward movements on Track 4 at the east end of Pawtucket leading to the Pawtucket Layover Facility is “Restricting”.

277-B1. MILL RIVER INTERLOCKING

A white arrow is in service on the eastward home signals on Nos. 1, 2, & 4 trks at Mill River. Illuminated arrow indicates that the route is lined to the Springfield Mainline.

Amtrak trains scheduled for the NHB Line must stop their train as soon as safe train handling will permit if the arrow signal is illuminated, and contact the Shoreline Dispatcher immediately for instructions.



501-B1. SOUTH ATTLEBORO

In the application of Rule 501, westward trains that have received permission to return eastward from South Attleboro may increase speed to greater than Restricted Speed after the entire train has passed a location where a more favorable cab signal was received.

555-B1. FREIGHT TRAINS WITH INOPERATIVE CAB SIGNALS

Freight trains with inoperative cab signals must not exceed 30 MPH while operating under Rule 554 or 556. In territory where Rule 562 is in effect, freight trains with inoperative cab signals must not exceed 30 MPH while operating between the distant signal and the home signal to each interlocking, whether operating under Rule 280a (Clear to Next Interlocking signal), or Rule 563 (Form D Authorization for Movement in Rule 562 Territory).

580-B1. ACSES TERRITORY

ACSES Rules 580 through 591 (see SI 580-S1, page 348) are in effect on main tracks and controlled sidings between Mill River and Cove, as per SI 240-B1, page 105. The controlling engine of all trains operating in this territory must be equipped with operative on-board ACSES apparatus, except when failure occurs en route.

Note: Where data radio is not in service, temporary speed restrictions will be enforced by temporary transponders. The absence of temporary transponders where required must be reported to the Dispatcher.

582-B1. ACSES ENFORCEMENT OF TRACK SPEEDS

Temporary speed restrictions (TSR's) on the NHB Line are still being enforced by ACSES temporary transponders, even where data radio is in service. This has been done because all trains operating on the NHB Line are not yet equipped to receive and enforce data radio TSR's.

Due to the continued use of ACSES temporary transponders, it is not necessary to reduce speed to 110 MPH when the "Missing Temporary Speed Symbol" (ADU alternates between "– –" and permanent track speed) is displayed. However, the Dispatcher must still be notified as soon as possible without delay to the train regarding the track and location(s) where the "Missing Temporary Speed Symbol" was displayed. *(This Special Instruction will be rescinded, once all trains operating on the NHB Line are equipped to receive and enforce temporary speed restrictions via data radio.)*

583-B1. ACSES POSITIVE STOP: RADIO RELEASE

ACSES Positive Train Stop (PTS) radio release is in service for all interlocking home signals located within or adjacent to ACSES equipped territory.

900-B1. DISPATCHERS: ASSIGNED TERRITORIES

Terminal Dspr: Boston (South Station) to Cove (inclusive).

Corridor Dspr: Cove (exclusive) to Junction (inclusive).

Main Line Dspr: Junction (exclusive) to Kingston (inclusive).

New London Dspr: Kingston (exclusive) to Conn (inclusive) from 11:00 PM Sundays to 11:00 PM Fridays.

Shore Line Dspr: Conn (exclusive) to Division Post MP 72.9.

Weekend Modifications–From 11:00 PM Fridays through 11:00 PM Sundays:

Dorchester Dspr: Boston (South Station) to Cove (inclusive).

***Main Line Dspr:** Junction (exclusive) to Mystic River (exclusive).

***Shoreline Dspr:** Mystic River (incl) to Division Post MP 72.9.

****During periods of construction, the New London Dispatcher may work on weekends. Trains and personnel working between Kingston and Conn between 11:00 PM Fridays and 11:00 PM Sundays should contact the dispatching office to verify the Dispatcher's assigned territory.***

DORCHESTER BRANCH (DB)

STATIONS	MP	INT	PS	NOTES
TRANSFER R -Corridor TD (Main Line-New Haven to Boston)	218.5	X	...	...
HILL R -MBCR Branch Line TD (Franklin Branch)	219.1	X	...	...
DANA R -MBCR Branch Line TD	219.5	X	...	...
FAIRMOUNT	220.5	...	X	...
MORTON STREET	223.0	...	X	...
PARK	224.3	X	...	...
UPHAMS CORNER	225.8	...	X	...
SOUTH BAY R -Dorchester TD	227.0	X	...	...
LOOP R -Dorchester TD (Amtrak Runner)	227.4	X	...	1
BROAD R -Dorchester TD	227.6	X	...	2
TOWER 1 R -Terminal TD (Main Line-New Haven to Boston)	228.0	X	...	...
Mile Post distances are measured from New York, GCT (MNRR). The direction from Tower 1 to Transfer is West. MBCR territory between Transfer and South Bay shown as information only. Note 1: Running track "Amtrak Runner" extends from switch to Southampton St. Yard Lead to the west limits of Loop. The Dorchester Train Dspr is in charge of Amtrak Runner. Note 2: Interlocking includes Moveable Point Frog.				

240-D1. SIGNAL RULES and CURRENT OF TRAFFIC.

On tracks where Rule 261 is in effect, ABS Rules and CSS Rules 550 through 561 are in effect for movements in both directions.

Int. indicates interlocking rules in effect.

Between	Tracks from South to North			Notes
	2	1	Single	
Tower 1 & Broad	261	261	...	2, 3
Between	2	1	Single	Notes
Broad & South Bay	261	261	...	2
Broad & Loop: Tracks 10 & 12	Int			...
South Bay & Hill	261	261	...	4
Hill & Transfer	...	...	Int	1
Note 1: CSS Rules in effect for movements in both directions. Note 2: CSS Rules not in effect. Note 3: Interlocking Rules in effect on Station tracks 1 through 13 between Tower 1 and Boston. Station tracks 1 through 13 are designated Main tracks. Note 4: MBCR territory shown as information only.				

37-D1. PASSENGER TRAINS and FREIGHT TRAINS MAXIMUM SPEEDS and SPEED RESTRICTIONS, UNLESS OTHERWISE RESTRICTED

Locations and speeds shown in normal type are maximum authorized speeds. Locations and speeds shown in **bold type** are speed restrictions.

Where speeds change at an interlocking and the specific point where the speed change occurs is not specified, the lower speed will apply through the entire interlocking.

the lower speed will apply through the entire interlocking.

PASSENGER TRAINS			
Between/At	Tracks		
	No. 1	No. 2	Other
Transfer & Hill-Single Track	...	...	30
Hill & West Limits South Bay	60	60	...
Columbia Rd. UG Br MP 225.2	30	30	...
West Limits South Bay & Broad ...	25	20	...
Loop & Broad: Tracks 10 & 12 ...	...	...	15
Broad & West Limits Tower 1 ...	15	15	...
West Limits Tower 1 & Boston	All Tracks 10 MPH		
FREIGHT TRAINS			
Between/At	Tracks		
	No. 1	No. 2	Other
Transfer & Hill-Single Track	...	...	30
Hill & West Limits South Bay	30	30	...
West Limits South Bay & Broad ..	25	20	...
Loop & Broad: Tracks 10 & 12 ..	...	...	5
Broad & West limits Tower 1	5	5	...
West Limits Tower 1 & Boston	All Tracks 10 MPH		

1-D1. BOSTON TERMINAL OPERATIONS NOTICE

Boston Terminal Operations Notices (BTON) will be issued as required, and will be numbered sequentially, the number being suffixed by the last two digits of the calendar year. The number of the most recent BTON will be published at the top of the Division Bulletin Order.

All yard employees working in Southampton Street Yard and Protect Crews reporting at South Station must read and retain a copy of the BTON. Road Crews must read these instructions, but are not required to carry them while on duty.

4-D1. JOB BRIEFINGS – SOUTHAMPTON ST. YARD

Before performing yard service in Southampton Street Yard, extra board employees that have not performed yard service within the preceding 20 days must attend a documented job briefing with the Yardmaster.

16-D1. BLUE SIGNAL DERAIS

The following locomotive and car shop repair tracks are equipped with hand-operated blue signal derails:

Southampton Street Yard Locomotive and Coach Repair Facility and Service and Inspection Facility

Nos. 1, 2, & 3 Shop Tracks.

Nos. 4 & 5 Service and Inspection Building Tracks.

High Speed Rail Maintenance Facility:

Nos. 6 & 7 HSR Tracks

20-D1. SOUTHAMPTON ST. MBTA S&I BUILDING

The engine bell must be rung while approaching and passing over the crossings at the east and west ends of the S&I building.

37-D2. MAXIMUM SPEEDS-OTHER TRACKS

Location	Tracks	Restricted Speed not exceeding
Between Loop & South Bay	Wet Loop & Dry Loop	5 MPH
Loop	Amtrak Runner	5 MPH
Southampton St. Yard	All Tracks	5 MPH
Between Broad & Cove	Wye Connector	10 MPH

37-D3. SPEEDOMETER CHECKING: MEASURED MILES

The distance between MP 222 and MP 223 is a measured mile. White marker posts are installed on both sides of the tracks at these locations.

40-D1. ENGINE AND EQUIPMENT RESTRICTIONS

The numbers shown in the columns to the right of each listed location specify the maximum dimension engines and equipment that may be operated. Engine and equipment dimension specifications are assigned in S.I. 37-S5 (page 291) for equipment authorized to operate on the NEC.

Notes shown in parentheses in the location column are defined at the end of the table.

Location	Tracks			
	2	1	Single	Other
Tower 1 & Broad, all tracks	4	4	...	4
Broad & Transfer	5	5	4	...
Neponset River Bridge MP 220.08. (a)	...	...	...	...
Southampton Street Yard, all tracks	...	...	...	5
High Speed Rail S&I Building, trks 6 & 7	...	...	...	2
Conventional Equipment S&I Building, tracks 4 & 5 (b)	...	...	...	3
Notes: (a) Engines and loads exceeding 290,000 pounds gross weight must not exceed 20 MPH. (b) Amtrak Non-Powered Control Units 90200-90400 & GP38 H-3 engines 520-527 may operate on tracks 4 & 5.				

41-D1. PULLMAN STANDARD, BOMBARDIER AND KAWASAKI COACHES

The following equipment must not exceed **20 MPH** on **No. 1 and No. 2** tracks at Washington Street MP 224.7:

- ▶ MBTA Pullman Standard Coaches series 200-258.
- ▶ MBTA Bombardier Coaches series 350-389, 600-653 and 1600-1652.
- ▶ Amtrak passenger coaches series 53000-53007, 53500-53509, 54000-54071 and 54500-54513.
- ▶ CDOT Bombardier Cars series 1614-1616, 1640-1646 and 1691-1697.

The following equipment must not exceed **10 MPH** on **No. 1 & No. 2** tracks passing over Columbia Road UG Bridge MP 225.3:

- ▶ Kawasaki Double Decker Coaches series 700 & 1700.

43-D1. SOUTHAMPTON ST. YARD: CLOSE CLEARANCE

A number of catenary poles in Southampton Street Yard have limited clearance and will not clear an employee on side of car. All employees must use caution when working in this area.

98-D1. CONTROL OF YARD TRACKS

1. Southampton St. Yard - Car Shop and Locomotive Servicing Tracks

The following Southampton St. Maintenance Facility tracks are designated Car Shop and Locomotive Repair Tracks. Authority of the employee named must be obtained before any movement is made. The Yardmaster may be contacted on channel 23-23, the Mechanical Foreman may be contacted on channel 42-42, and the High Speed Rail Foreman may be contacted on channel 95-95.

TRACKS	CONTROLLED BY
Tracks 1, 2 & 3 between the hand-operated blue signal derails located at the east and west ends of the Locomotive and Coach Repair Shop	Mechanical Foreman, Southampton St. Yard
Tracks 4 & 5 between hand-operated blue signal derails located approximately 75 feet west of the Service and Inspection building to hand-operated blue signal derails located approximately 50 feet east of the Service and Inspection building.	Mechanical Foreman, Southampton St. Yard
Tracks 6 & 7 between hand-operated blue signal derails located approximately 25 feet on either side of the High Speed Rail Maintenance Building.	Foreman, High Speed Rail, Southampton St. Yard

2. Yardmaster

The Yardmaster is in charge of movements on all other tracks in Southampton St. Yard (See SI 104-D3).

101-D1. MOVEMENT WITHIN SHOP AREA

An on ground crew member must immediately precede all movements within the shop area (tracks 1, 2 & 3 within the building) in Southampton Street Yard. This employee must be prepared to stop the move should personnel enter the movement area unexpectedly. Additionally, all movements made over the wheel machine on Shop Track 3 must be observed by a second crew member standing adjacent to the wheel machine. Speed passing over the wheel machine must not exceed 2 MPH. Special Instruction 116-S1, paragraph C does not apply to these moves.

102-D1. SOUTHAMPTON ST YARD-LOADING / UNLOADING

When Commissary employees are loading or unloading cars, a red flashing light must be placed on both ends of the equipment. The red flashing light will be attached to a yellow flag for improved visibility. When red flashing lights are displayed, crews must not couple to or move the cars until they have contacted the Yardmaster, and Commissary employees have removed the red flashing lights.

104-D1. NORMAL POSITION OF SWITCHES AND CROSSOVERS AT SPECIFIED LOCATIONS

Switch location	Connecting	With	Normal Position is for Movement	Note
South Bay Psgr. Yard, East End Wet Loop, 250 ft. west of Loop	Wet Loop	Regular Loop	To Wet Loop	1

Note 1: Car Washing Facility located on Wet Loop Track. No movements may be made through the Car Washing Facility without permission of the Yardmaster at Southampton Street. All movements through the facility must not exceed a speed of two (2) MPH for the entire movement.

Operating instructions pertaining to movements through the Car Washing Facility are posted and available at the Yardmaster's Office, Southampton Street Yard.

104-D2. DOUBLE SLIP SWITCHES EQUIPPED WITH MOVEABLE POINT FROG

No movements are permitted to operate over the crossover/double slip switches with moveable point frog, located at the west end of the MBTA S&I building, without receiving a hand signal to proceed from the switchtender on duty.

104-D3. SOUTHAMPTON ST YARD: ENTERING & LEAVING

The Southampton Street Yardmaster is in charge of all movements within Southampton Street Yard, which extends from the eastern fouling points of the diamond at the east end of the yard to the western limits of the yard, including the "Chute" track.

The switch tenders on duty at the double slip switches located at the east end of the yard report to and receive their instructions from the Southampton Street Yardmaster. The Yardmaster may designate that these switch tenders coordinate movements on the east end of the yard. The two switch tenders must communicate between themselves to prevent conflicting movements within this area.

When train crews receive a release on their trains from the Yardmaster and are ready to leave the yard, they must call the Dorchester Train Dispatcher to obtain permission to leave Southampton Street Yard.

All movements made from the west end of the MBTA service facility tracks must obtain permission from the switch tender before moving west.

119-D1. EXCESSIVE DIMENSION CARS

All cars exceeding Plate C are to be considered excessive dimension cars on the DB Line. Train crews handling such cars must not occupy an Amtrak main track or running track until the Conductor or Engineer has communicated with the Dispatcher, and ensured that the Dispatcher has received the required restricted car information.

138-D1. GRADE CROSSINGS WITH AUTOMATIC PROTECTION AND/OR SPECIAL REQUIREMENTS

Grade crossing equipped with automatic warning devices in service at east end of Southampton St. MBTA S&I Building (MP 227.3) on Nos. 1 and 2 tracks Dorchester Branch. This crossing is designated "MBTA S&I East Crossing," and is located within the limits of Loop (*see S.I. 138-S2, pg 336*).

138-D2. SOUTHAMPTON ST YARD: ROAD CROSSINGS

Trains operating on yard tracks in Southampton Street Yard must approach all road crossings prepared to stop.

138-D3. SOUTHAMPTON ST YARD: WEST END ACCESS

A train approach activated strobe light is installed at the West End Crossing of the Commuter S&I Building. The system consists of a yellow strobe light that will flash and a low volume buzzer that activates upon the approach of a train. This warning system is only an enhancement to normal personal attention required to utilize this crossing. Employees must use caution when working in this area and adhere to the practice of stopping, looking, and listening prior to crossing the tracks.

706-D1. RADIO CHANNELS

Within Southampton Street Yard, the following radio channels must be used:

Movements on Amtrak Runner: Channel 92-92.

Switching operations: Channel 23-23.

Mechanical Department operations: Channel 35-35.

900-D1. DISPATCHERS: ASSIGNED TERRITORIES

Terminal TD: Boston (South Station) to Tower 1 (inclusive).

Dorchester TD: Tower 1 (exclusive) to South Bay (inclusive).

MBCR Branch Line TD: South Bay (exclusive) to Transfer (exclusive).

Weekend Modifications—From 11:00 PM Fridays through 11:00 PM Sundays:

Dorchester Dspr: Boston (South Station) to South Bay (inclusive).

MIDDLEBORO MAIN LINE (MM)

STATIONS		MP	INT	PS	NOTES
BOSTON	(South Station)	0.0	...	X	...
TOWER 1	R-Terminal TD	0.2	X	...	...
BROAD	R-Dorchester TD	0.6	X	...	1
LOOP	R-Dorchester TD	0.8	X	...	1
CABOT	R-Dorchester TD	1.0	X	...	...
The direction from Boston to Cabot is West. Mile Post distances are measured from Boston. Note 1: Interlocking rules apply on Track 14 only.					

240-01. RULES IN EFFECT

On tracks where Rule 261 is in effect, ABS Rules and CSS Rules 550 through 561 are in effect for movements in both directions.

Between	Tracks from North to South		Notes
	14	16	
Tower 1 & Cabot	261	261	1
Note 1: CSS not in effect.			

37-01. PASSENGER TRAINS and FREIGHT TRAINS MAXIMUM SPEEDS and SPEED RESTRICTIONS, UNLESS OTHERWISE RESTRICTED

Locations and speeds shown in normal type are maximum authorized speeds. Locations and speeds shown in **bold type** are speed restrictions.

Where speeds change at an interlocking and the specific point where the speed change occurs is not specified, the lower speed will apply through the entire interlocking.

Where two speeds separated by a diagonal line are shown, the higher speed applies to equipment authorized to exceed 90 MPH, and the lower speed applies to equipment not authorized to exceed 90 MPH.

PASSENGER TRAINS			
Between/At	Tracks		
	No. 14	No. 16	Other
Boston & West Limits Tower 1	All Tracks 10 MPH		
Fort Point Channel UG Br MP 227.9	15	15	...
West Limits Tower 1 & Cabot	30	30	...
FREIGHT TRAINS			
Between/At	Tracks		
	No. 14	No. 16	Other
Boston & West Limits Tower 1	All Tracks 10 MPH		
Fort Point Channel UG Br MP 227.9	10	10	...
West Limits Tower 1 & Cabot	20	20	...

20-01. ENGINE BELL: LOOP TO CABOT

The engine bell must be sounded continuously between Loop and Cabot.

900-01. DISPATCHERS: ASSIGNED TERRITORIES

Terminal Dspr: Boston (South Station) to Tower 1 (inclusive).

Dorchester Dspr: Tower 1 (exclusive) to Cabot (inclusive).

Weekend Modifications—From 11:00 PM Fridays through 11:00 PM Sundays:

Dorchester Dspr: Boston (South Station) to Cabot (inclusive).

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MAIN LINE-MILL RIVER TO SPRINGFIELD (MRS)

STATIONS	MP	INT	PS	NOTES
MILL RIVER R-Shore Line TD (Main Line-New Haven to Boston)	1.5	X	...	...
CEDAR R-Springfield Line TD (North Haven Thorofare CSX)	7.0	X	...	...
WALLINGFORD	12.6	...	X	...
CP WALL R-Springfield Line TD	13.3	...	...	1
HOLT R-Springfield Line TD	17.1	X	...	...
MERIDEN	18.6	...	X	2
QUARRY R-Springfield Line TD	20.6	X	...	...
BERLIN	25.9	...	X	...
NEW R-Springfield Line TD	31.1	X	...	...
WOOD R-Springfield Line TD	33.4	X	...	...
HARTFORD	36.6	...	X	...
HART R-Springfield Line TD (Hartford Running Track)	37.2	X	...	3
FRY (Hartford Running Track)	38.9	...	...	3
WINDSOR STATION	42.9	...	X	...
WINDSOR R-Springfield Line TD	43.0	X	...	...
HAYDEN R-Springfield Line TD	46.3	X	...	...
WINDSOR LOCKS	47.4	...	X	...
FIELD R-Springfield Line TD	54.7	X	...	...
STATE LINE (Conn.-Mass.)	55.8	...	...	...
SWEENEY R-Springfield Line TD	61.7	X	...	...
SPRING R-Springfield Line TD (Boston Line CSX)	62.0	X	...	...
SPRINGFIELD	62.0	...	X	...
Mile Post distances are measured from New Haven. The direction from Mill River to Springfield is northward. Note 1: Northward and Southward controlled signals. Note 2: Rule 121(c) applies on No. 2 track. Note 3: Hartford Running Track controlled by Springfield Line TD.				

240-M1. SIGNAL RULES and CURRENT OF TRAFFIC

On tracks where Rule 261 is in effect, ABS Rules and CSS Rules 550 through 561 are in effect for movements in both directions.

Between	Tracks from East to West			Notes
	2	1	Single	
Mill River & Cedar	261	261	...	...
Cedar & Holt	...	...	261	...
Holt & Quarry	261	261	...	...
Quarry & New	...	...	261	...
New & Wood	261	261	...	...
Wood & Windsor	...	...	261	...
Windsor & Hayden	261	261	...	...
Hayden & Field	...	...	261	...
Field & Sweeney	261	261	...	...
Sweeney & CP98 (CSX)	...	261	...	1
Sweeney & Spring	261	...	...	...
Note 1: On Track 10, Rule 261 & ABS Rules in effect, CSS not in effect.				

**37-M1. PASSENGER TRAINS and FREIGHT TRAINS
MAXIMUM SPEEDS and SPEED RESTRICTIONS,
UNLESS OTHERWISE RESTRICTED**

Locations and speeds shown in normal type are maximum authorized speeds. Locations and speeds shown in **bold type** are speed restrictions.

Where speeds change at an interlocking and the specific point where the speed change occurs is not specified, the lower speed will apply through the entire interlocking.

PASSENGER TRAINS			
Between/At	Tracks		
	Single	No. 1	No. 2
Mill River & MP 3	...	60	60
Nos. 3 & 5 trks. Mill River Int. 35 MPH			
MP 3 & Cedar	...	80	80
Cedar & Holt	80	...	...
Ward St. and Parker St.	25	...	...
Holt & MP 18	...	60	60
MP 18 & MP 19.5	...	25	25
MP 19.5 & Quarry	...	80	80
Quarry & New	80	...	...
New & Wood	...	80	80
Wood & MP 36	80	...	...
MP 36 & Hart	20	...	...
Hart & Windsor	80	...	...
Windsor & Hayden	...	80	80
Hayden & MP 47	80	...	...
MP 47 & MP 49	50	...	...
Over Bridge St crossing MP 48.5 (4:15 PM to 4:45 PM only) . . .	30	...	...
MP 49 & Field	80	...	...
Cvs-Br MP 49.3 & MP 50.5	35	...	...
Cvs MP 53.7 & Field	70	...	...
Field & MP 61	...	80	80
Cv MP 59.1 & MP 59.4	...	45	45
MP 61 & Sweeney	...	20	20
Sweeney & CP98 (CSX)	...	10	...
Track 10 10 MPH			
Sweeney & Springfield Station	...	...	10
FREIGHT TRAINS			
Between/At	Track		
	Single	No. 1	No. 2
Mill River & MP 3	...	30	30
Nos. 3 & 5 trks. Mill River Int. 20 MPH			
MP 3 & Cedar	...	50	50

37-M1. (Cont'd)			
FREIGHT TRAINS			
Between/At	Track		
	Single	No. 1	No. 2
Cedar & MP 9	40	...	...
MP 9 & Holt	50	...	...
Ward St. and Parker St.	25	...	...
Holt & MP 18	...	30	30
MP 18 & MP 19.5	...	25	25
MP 19.5 & Quarry	...	40	40
Quarry & Signal 29.4	50	...	...
Signal 29.4 & New	45	...	...
New & Wood	...	30	30
Wood & MP 36	50	...	...
MP 36 & Hart	10	...	...
Hart & Signal 41.4	50	...	...
Signal 41.4 & Windsor	45	...	...
Windsor & Hayden	...	40	40
Hayden & MP 47	50	...	...
MP 47 & MP 49	30	...	...
Over Bridge St crossing MP 48.5 (4:15 PM to 4:45 PM only)	30	...	...
MP 49 & Signal 53.0	50	...	...
Conn River Br MP 49.7 & MP 50	10	...	...
Cvs-Br MP 49.3 & MP 50.5	30	...	...
Signal 53.0 & Field	45	...	...
Cvs MP 53.7 & Field	30	...	...
Field & MP 61	...	50	50
Cv MP 59.1 & MP 59.4	...	30	30
MP 61 & Sweeney	...	20	20
Sweeney & CP98 (CSX)	...	10	...
Track 10 10 MPH			
Sweeney & Springfield Station	...	...	10

A-M1. ST TIMETABLE: SPRINGFIELD

Amtrak Train and Engine service employees who turn (we) their equipment at ST's CPR1 interlocking will not be required to carry the ST System Timetable. Such movements will be governed by signal indication, must not exceed 10 MPH, and may contact the GTI Dispatcher who controls CPR1 on radio channel 9470 or at 800-955-9207. If unable to reach the GTI Dispatcher, notify the Amtrak Springfield Line Dispatcher or Boston Chief Dispatcher.

This Special Instruction does not relieve Amtrak employees from meeting ST's requirements for qualifying on the physical characteristics of the territory involved.

34-M1. IDLING AND SHUTTING DOWN DIESEL LOCOMOTIVES: SPRINGFIELD

Locomotive head end power may only be generated in the normal position while detraining passengers, while engaged in turning the train and immediately prior to departure. Stand-by position will be used for boarding passengers 10 minutes prior to leaving time and while waiting for a signal while turning the train.

While in the station, the following will apply:

If the ambient temperature is above 45 degrees, engines may idle only in the low idle position for no longer than 30 minutes, after which they must be shut down.

If the ambient temperature is below 45 degrees, engines may be idled continuously, but only in the low idle position.

When changing the mode of power on the head end power panel, the “stop” button must be pushed first, then switches positioned for the desired mode prior to pressing “start” button.

36-M1. SWEENEY: STOPPING LOCATION

Locomotives must not be stopped under Memorial Street Bridge, MP 61.43.

37-M2. SPEEDOMETER CHECKING: MEASURED MILES

The distance between the sets of Mile Posts listed below is a measured mile. White marker posts are installed on both sides of the tracks at locations marked with an asterisk (★).

★MP 3- ★MP 4	★MP 15- ★MP 16	★MP 32- ★MP 33 ★MP 57- ★MP 58
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37-M3. MAXIMUM SPEEDS-RUNNING TRACKS

Track	Between	And	Restricted Speed not exceeding
Hartford Running	Hart	Fry	10

37-M4. MAXIMUM SPEEDS-OTHER TRACKS

Location	Tracks	Restricted Speed not exceeding
Between Mill River & Springfield	All industrial Tracks	10 MPH
Springfield Station	2A, 4 , 6, & 8	5 MPH

40-M1. ENGINE AND EQUIPMENT RESTRICTIONS

The numbers shown in the columns to the right of each listed location specify the maximum dimension engines and equipment that may be operated. Engine and equipment dimension specifications are assigned in S.I. 37-S5 (page 291) for equipment authorized to operate on the NEC.

Notes shown in parentheses in the location column are defined at the end of the table.

Location	Tracks			
	2	1	Single	Other
Mill River & Cedar	5	5	...	...
Cedar & Spring	6	6	6	...
Hartford: Station Viaduct Bridge (a)	...	...	...	...
Note: (a) Engines and loads exceeding 290,000 pounds gross weight must not exceed 15 MPH.				

72-M1. TRAIN INSPECTION DETECTORS

Type of Detector	M P Location	Direction of Operation	Track(s)	Recorder Location	Notes
RA HB/DED	24.4	North & South	Single	Berlin	1
RA HB/DED	40.2	North & South	Single	Windsor	1
Note 1: SI 72-S1 (page 314) applies.					

104-M1. NORMAL POSITION OF SWITCHES AND CROSSOVERS AT SPECIFIED LOCATIONS:

Switch Location	Connecting	With	Normal Position is for Movement	Note
Air Line Jct Yard	Air Line Yard Lead	Old Main & Hill Tracks	To Old Main Track	1
Hartford Running Trk.	Hartford Running Trk.	Hartford Yard	None	2
Springfield	Track 6	Track 8	Trk 6 to Trk 8	...
Note 1: Westward movements must obtain permission from the Shore Line TD before occupying the Air Line Yard Lead.				
Note 2: Switches at the north and south ends of Hartford Running Track providing access to Hartford Yard may be left lined for movements in either direction.				

104-M2. SWITCHES EQUIPPED WITH ELECTRIC LOCKS

The following switches are equipped with an electric lock. Permission to remove the padlock from the keeper must be obtained from the Dispatcher.

Location	Track	Switch	Notes
MP 2.6	No.1	Facing point to Hartford Siding Ind.	1, 2
MP 3.2	No. 2	Trailing Point to Welded Rail Plant	1, 2

104-M2. (Cont'd)			
Location	Track	Switch	Notes
MP 9.9	Single	Facing point to Defco Ind. Park	1, 2
MP 14.4	Single	Trailing point to Colony Lumber and Ryerson Steel	1, 2
MP 19.4	No. 2	Trailing point to Meriden Yard	...
MP 21.6	Single	Trailing point to Quarry Industrial	...
MP 25.8	Single	Facing point to ST RR	...
MP 26.4	Single	Trailing point to Berlin Industrial	...
MP 26.4	Single	Trailing point to ST RR	...
MP 26.8	Single	Facing point to Automated Material Handling	1, 2
MP 35.2	Single	Trailing point to Parkville Industrial	...
MP 37.0	Single	Trailing point to New Britain Industrial	...
MP 38.9	Single	Trailing point to Hartford Running Track	...
MP 48.7	Single	Facing point to South End Windsor Locks yard	...
MP 49.1	Single	Facing point to Suffield Industrial	...
MP 61.4	No. 2	Facing point to No. 6 (Mail Track)	...
Note 1: To enter side track from Main Track, train must occupy track circuit which extends 50 feet from point of switch, before switch can be opened. Note 2: After permission has been obtained from the Dspr. or Opr., switch lock may be removed as follows: Depress treadle on electric lock to remove switch lock. After switch lock has been removed from keeper, approximately thirty (30) seconds must elapse before electric lock can be released. After electric lock releases, step on bottom treadle to release handle of switch mechanism. Switch lock must be replaced in keeper after switch is returned to normal position for restoration of signals.			

119-M1. EXCESSIVE DIMENSION CARS

All cars exceeding Plate C are to be considered excessive dimension cars on the MRS Line. Train crews handling such cars must not occupy an Amtrak main track or running track until the Conductor or Engineer has communicated with the Dispatcher, and ensured that the Dispatcher has received the required restricted car information.

138-M1. PUBLIC CROSSINGS AT GRADE

Column 1: Apparatus provided to automatically interrupt operation of highway crossing protection, including motion sensing detectors and/or predictors. Rule 138(g)(3) applies.

Column 2: Apparatus provided to interrupt operation of crossing protection manually by manipulation of a lever, plug or push button generally located on the signal control case close to the crossing.

Column 3: Circuitry will automatically interrupt crossing protection when switches, located within the activation circuit of the crossing, are reversed. After protection has been interrupted, trains must not occupy the crossing until the protection has been operating for at least 20 seconds, or if equipped with gates, they are in the horizontal position. (Also, see S.I. 138-S2, pg 336)

MP	CROSSING	TRACKS	1	2	3	NOTES
3.2	Benton St	1 & 2	...	X	X	...
5.1	Winchesters	1 & 2	...	X	X	...
5.8	Sackett Point Rd	1 & 2	...	X	X	...
6.3	Stiles Lane	1 & 2	X	X	X	1
6.5	Devine St	1 & 2	X	X	X	1
10.6	Toelles Rd	Single	...	X	X	...
12.3	Ward St	Single	X	...	X	3
12.6	Quinnipiac St	Single	...	X	...	...
12.7	Hall Ave	Single	...	X	...	...
13.1	Parker St	Single	X	X	...	2
		Yard	...	...	...	...
13.8	North Plains Highway	Single	...	X	X	...
14.5	Pent Highway	Single	...	X	X	...
18.3	Cooper St	1 & 2	...	X	...	...
18.5	South Colony St	1 & 2	X	...	...	4
18.6	East Main St	1 & 2	X	...	...	4
18.8	Brook St	1 & 2	...	X	...	...
19.0	Cross St	1 & 2	...	X	...	...
19.4	Brittania St	1 & 2	X	X	X	7, 8
19.5	North Colony St	1 & 2	X	X	X	7, 8
33.6	Oakwood Ave	Single	X	X	...	...
		Industrial	...	...	...	...
33.9	Flatbush Ave	Single	...	X	...	...
		Industrial	...	...	...	...
35.0	Hamilton St	Single	...	X	...	...
		Industrial	...	...	...	...
36.2	Flower St	Single	...	X	...	...
39.7	Meadow Rd	Single	...	...	X	...
39.9	Wilson Ave	Single	...	X	...	...

138-M1. (Cont'd)						
MP	CROSSING	TRACKS	1	2	3	NOTES
40.2	East Barber St	Single	...	...	...	...
42.3	Island Rd	Single	...	...	...	...
42.9	Central St	Single	...	...	...	...
43.6	Pierson Lane	1 & 2	...	X	...	...
45.1	Macktown Rd	1 & 2	...	X	...	...
45.7	Hayden Station Rd	1	X	X	X	...
		2	...	X	...	...
48.1	Dexters	Single	...	...	...	...
48.5	Bridge St	Single	X	...	X	6
51.4	Parsons Road	Single	...	X	...	...
52.3	Bridge Lane	Single	...	X	...	...
58.2	Emerson Rd	1 & 2	...	X	...	...
60.1	Construction	1 & 2	...	...	...	5
Note 1: Northward movements consuming more than 3 minutes between Sackett Point Road and a point 322 feet south of Stiles Lane (sides of rails painted yellow) will cause the automatic protection at Stiles Lane and Devine St to stop. Movements continuing north will reactivate the protection at a point 322 feet south of Stiles Lane. Trains must approach the crossing prepared to stop and not occupy the crossings unless the gates are in horizontal position. Note 2: Northward trains consuming more than 30 seconds between Ward St. and Hall Ave. must approach Parker St. prepared to stop and not occupy the crossing unless the gates are in horizontal position. Note 3: Southward trains consuming more than 45 seconds between Parker St and Ward St must approach Ward St prepared to stop and not enter crossing until the gates are in full horizontal position. Note 4: Southward trains, after making station stop at Meriden, must approach East Main St. and South Colony St. prepared to stop and not occupy the crossings until the gates are in the horizontal position. Note 5: Private crossing. Note 6: Southward trains passing "CC" sign located approximately 340 feet north of Bridge St MP 48.5 will void the "X" in Column 1. Note 7: Northward trains that have stopped after passing MP 19.0 must approach Brittania St. MP 19.4 & North Colony St. MP 19.5 prepared to stop, and not occupy the crossings until the gates are in the full horizontal position. Trains that have reduced speed after passing MP 19.0 must not increase speed until head end clears North Colony St. MP 19.5. Note 8: Southward trains that have stopped after passing MP 21.2 must approach North Colony St. MP 19.5 & Brittania St. MP 19.4 prepared to stop, and not occupy the crossings until the gates are in the full horizontal position. Trains that have reduced speed after passing MP 21.2 must not increase speed until head end clears Brittania St. MP 19.4.						

900-M1. DISPATCHERS: ASSIGNED TERRITORIES
Springfield Line TD: Mill River exclusive, to Springfield.

NEW HAVEN LINE—METRO-NORTH RAILROAD

(For Information Only)

Stations	MP	INT	R T C	PS	NOTES
CP 216 (Main Line-Harold to CP 216)	16.3	X	E	...	...
NEW ROCHELLE	16.6	...	↓	X	...
CP 217	16.7	X		...	...
LARCHMONT	18.7	...		X	...
MAMARONECK	20.5	...		X	..
HARRISON	22.2	...		X	...
CP 223	23.5	X		...	...
RYE	24.1	...		X	...
PORT CHESTER	25.7	...		X	...
STATE LINE (New York-Connecticut)	26.1	...		...	...
GREENWICH	28.1	...		X	...
CP 229	29.0	X		...	...
COS COB	29.6	...		X	...
CP 230 (Movable Bridge)	30.0	X		...	...
RIVERSIDE	30.3	...		X	...
OLD GREENWICH	31.3	...		X	...
CP 232	32.4	X		...	...
CP 233	32.9	X		...	...
STAMFORD	33.1	...		X	...
CP 234	33.3	X		...	...
CP 235 (New Canaan Branch)	34.5	X		...	...
NOROTON HEIGHTS	36.2	...	F	X	...
DARIEN	37.7	...	↓	X	...
ROWAYTON	39.2	...		X	...
CP 240	40.8	X		...	...
SOUTH NORWALK	41.0	...		X	...
CP 241 (Danbury Branch) (Movable Bridge)	41.3	X		...	...
EAST NORWALK	42.1	...		X	...
WESTPORT	44.2	...		X	...
CP 244 (Movable Bridge)	44.3	X		...	...
GREEN'S FARMS	47.2	...		X	...
CP 248	48.6	X		...	...
SOUTHPORT	48.9	...		X	...
FAIRFIELD	50.6	...		X	...
CP 255	55.3	X		...	...
BRIDGEPORT	55.4	...		X	...
CP 256 (Movable Bridge)	55.8	X		...	...
CP 257	56.8	X		...	...
STRATFORD	59.0	...		X	...
CP 261 (Waterbury Branch) (Movable Bridge)	60.7	X		...	...
MILFORD	63.3	...	G	X	...
CP 266	66.3	X	↓	...	...
CP 271	71.3	X		...	1
CP 272	71.9	X		...	1
NEW HAVEN	72.3	...		X	...
CP 273	72.4	X		...	1
STATE STREET	72.7	...		X	...
CP 274	72.7	X		...	1
DIVISION POST (Amtrak-Northeast Division)	72.9	...		...	...
Note 1: Int. & CSS Rules apply between CP 271 & CP 274.					

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MAIN LINE—HAROLD TO CP 216 (NYS)

STATIONS	MP	INT	PS	NOTES
HAROLD R-PSCC (NYT) (LIRR)	3.7	X	...	...
GATE R-PSCC	5.1	X	...	...
PELHAM BAY R-Section A TD (Mvble. Brdg.)(Market Running Trk. CRC)	15.5	X	...	...
MANOR R-Section A TD	18.2	X	...	...
DIVISION POST (MNRR)	18.8	...	...	...
CP 216 (New Haven Line-MNRR)	18.9	X	...	...
Mile Post Distances are measured from New York Penn Station. The Direction from Harold to CP 216 is eastward.				

240-H1. SIGNAL RULES and CURRENT OF TRAFFIC

On tracks where Rule 261 is in effect, ABS Rules and CSS Rules 550 through 561 are in effect for movements in both directions.

Between	Tracks from South to North		Notes
	2	1	
Harold & CP 216	261	261	...

37-H1. PASSENGER TRAINS and FREIGHT TRAINS MAXIMUM SPEEDS and SPEED RESTRICTIONS, UNLESS OTHERWISE RESTRICTED

Locations and speeds shown in normal type are maximum authorized speeds. Locations and speeds shown in **bold type** are speed restrictions.

Where speeds change at an interlocking and the specific point where the speed change occurs is not specified, the lower speed will apply through the entire interlocking.

PASSENGER TRAINS			
Between/At	Tracks		
	No. 1	No. 2	Other
Harold & MP 10	60	60	...
First Cv west of MP 5	50	50	...
First Cv east of Gate	...	55	...
First Cv east of MP 7	50	50	...
Second Cv east of MP 8	40	40	...
MP 10 & Pelham Bay	70	70	...
Second Cv east of MP 10	60	60	...
Cv at MP 11	55	55	...
First Cv west of MP 12	...	65	...
First Cv east of MP 14	60	60	...
Cv west of Pelham Bay Br.	45	45	...
Pelham Bay & CP 216	100	100	...
Cv east of Pelham Bay Br.	45	45	...

37-H1. Cont'd			
PASSENGER TRAINS			
Between/At	Tracks		
	No. 1	No. 2	Other
First 3 UG bridges east of MP 17	80	80	...
Cv at MP 18	70	70	...
Movements to and from MNRR at CP 216	45	45	...
FREIGHT TRAINS			
Between/At	No. 1	No. 2	Other
Harold & CP 216	40	40	...
Curves west & east of Pelham Bay Int, including Int. limits	30	30	...
Movements to and from MNRR at CP 216	10	10	...

37-H2. WRECK AND WIRE TRAINS

Between:	Wire Train	Boom Trailing	Boom Forward
		Miles Per Hour	
		Wreck	Wreck
Harold & CP 216	50	30	30

40-H1. ENGINE AND EQUIPMENT RESTRICTIONS

The numbers shown in the columns to the right of each listed location specify the maximum dimension engines and equipment that may be operated. Engine and equipment dimension specifications are assigned in S.I. 37-S5 (page 291) for equipment authorized to operate on the NEC.

Notes shown in parentheses in the location column are defined at the end of the table.

Location	Tracks			
	2	1	5	Other
Harold Int (a)	3	3	...	3
West Limits Harold Int & MP 10 (a)	3	3	5	...
MP 10 & West Limits Pelham Bay (a)	4	3	5	...
West Limits Pelham Bay & CP 216 (a)	4	4	...	...
Note: (a) Capitoliner Control Car 9637 is prohibited.				

42-H1. HEIGHT RESTRICTIONS

Any equipment exceeding 14 feet 8 inches maximum height above the top of the rail is prohibited from operating in New York Penn Station, the North and East River Tunnels, and the Empire Tunnel.

47-H1. CATENARY DEAD SECTIONS

No. 1 and No. 2 Tracks between Cat. Pole 206-H and Cat. Pole 204-H.

No. 1 and No. 2 Tracks between Cat. Pole C-66 and Cat. Pole C-70.

Frequency/Voltage Change: Cat. Pole C-66 and Cat. Pole C-70 on Tracks No. 1 and No. 2 as follows:

12.5KV/60Hz in effect East of Cat. Pole C-66.

12.0KV/25Hz in effect West of Cat. Pole C-70.

On engines so equipped, manual frequency change control must be operated when passing through dead section between Cat. Pole C-66 and Cat. Pole C-70.

NOTE: In accordance with AMT-2 Instruction 3.302, Engineers of electric trains must have the throttle in the OFF position while operating through each dead section. In addition to this requirement, Engineers on AEM-7, HHP-8 and HST locomotives/power cars must have the Main Circuit Breaker (MCB) switch in the OPEN position while operating through each dead section and voltage change location. Electric trains that stop with a raised pantograph in a dead section or voltage change location must contact the Dispatcher for instructions.

47-H2. HAROLD TO GATE

No. 2 track in service for DC Electrical Operation from Harold Interlocking to a point approximately 1700 feet east thereof.

72-H1. TRAIN INSPECTION DETECTORS

Type of Detector	M P Location	Direction of Operation	Tracks(s)	Recorder Location	Notes
HBD	18.4	West	1 & 2	Pelham Bay	...

900-H1. DISPATCHERS ASSIGNED TERRITORIES

PSCC: Harold, inclusive to Gate, inclusive.

Section A Dispatcher: Gate, exclusive to CP 216, exclusive.

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EMPIRE CONNECTION (EC)

STATIONS	MP	INT	PS	NOTES
NEW YORK (Penn Station)	0.0	...	X	...
A R-PSCC (Main Line-New York to Philadelphia) (New York Terminal District)	0.2	X	...	...
EMPIRE R-PSCC	1.0	X	...	2
CP JERVIS R-Section A TD	1.5	...	...	1
INWOOD R-Section A TD (Spuyten Duyvil Movable Bridge)	9.9	X	...	2
DIVISION POST (MNRR)	10.7	...	...	...
CP 12 (Hudson Line MNRR)	10.8	X	...	...
Mile Post distances are measured from New York Penn Station. The direction from A to CP 12 is Northward. Note 1: Northward and Southward controlled signals on No. 2 track. Note 2: Equipped with Dual Control Switches.				

240-E1. SIGNAL RULES and CURRENT OF TRAFFIC

On tracks where Rule 261 is in effect, ABS Rules and CSS Rules 550 through 561 are in effect for movements in both directions.

Int. Indicates interlocking rules in effect.

Locations	Tracks from East to West		Notes
	1	2	
A & Empire	...	Int	1
Empire & Inwood	261	261	...
Inwood & CP 12	261	...	...
Note 1: CSS Rules are in effect for movements in both directions.			

37-E1. PASSENGER TRAINS and FREIGHT TRAINS MAXIMUM SPEEDS and SPEED RESTRICTIONS, UNLESS OTHERWISE RESTRICTED

Locations and speeds shown in normal type are maximum authorized speeds. Locations and speeds shown in **bold type** are speed restrictions.

Where speeds change at an interlocking and the specific point where the speed change occurs is not specified, the lower speed will apply through the entire interlocking.

PASSENGER TRAINS			
Between/At	Tracks		
	No. 2	No. 1	Other
A Int (Exclusive) & MP 0.5	15	...	...
MP 0.5 & South Limit Empire Int	25	...	...
South Limit Empire Int & MP 2	35	35	...
MP 2 & Inwood	60	60	...
First 3 Curves North of MP 2	25	25	...
Curve North of MP 3	55	55	...

37-E1. (Cont'd)			
PASSENGER TRAINS			
Between/At	Tracks		
	No. 2	No. 1	Other
Curve at MP 5	55	55	...
First Curve North of MP 5	55	55	...
First Curve South of MP 6	55	55	...
Curve at MP 6.5	55	55	...
First 2 Curves North of MP 7	55	55	...
Curve South of MP 8	50	50	...
First 3 Curves North of MP 8	50	50	...
Inwood & CP 12	...	45	...
FREIGHT TRAINS			
Between/At	Tracks		
	No. 2	No. 1	Other
A Int (Exclusive) & MP 0.5	10	...	...
MP 0.5 & South Limit Empire Int	15	...	...
South Limit Empire Int & Inwood	30	30	...
First 3 Curves North of MP 2	10	10	...
Inwood & CP 12	...	30	...

F-E1. RIVERSIDE PARK OVERBUILD

The Overbuild, located between MP 2.7 and MP 5.3 on the Empire Connection, consists of a structure built above ground level supporting Riverside Park and enclosing the two (2) main tracks running within, designated No. 1 and No. 2 tracks. The Overbuild is approximately 2.5 miles long with west 72nd Street at the south end and west 123rd Street at the north end. The entire length falls under the jurisdiction and authority of the Section A Dispatcher, 40 Office, New York.

The Overbuild has been constructed with fixed steel grates within the ceiling at regular intervals for ventilation, and locked gates in the west wall at various locations to provide emergency access by Emergency personnel only, they are **NOT** intended as exits.

The Overbuild is equipped with coaxial antennas, providing for radio communications between trains and the Section "A" Dispatcher only.

1-E1. CSX CENTRALIZED TRAIN DISPATCHING SYSTEM (CTDS)

Amtrak Conductors or Engineers destined CSX territory north of CP12 must report to the TOC in order to acquire their CSX Dispatcher's Bulletin and Release. Station Operator must be notified if crew has any problem receiving CTDS.

19-E1. PERMANENT WHISTLE SIGNS, MP 2 to MP3

Permanent whistle signs (oval shaped fluorescent orange signs displaying the black letters “W/M/W”) have been installed for northward trains at MP 2 and for southward trains at MP 3. An oval shaped fluorescent orange sign with black letters “END” is displayed at MP 2 for southward trains and at MP 3 for northward trains. Trains must sound two longs, a short, and a long on their engine whistle [Rule 19(b)] as they approach and pass the “W/M/W” sign, then sound short sounds throughout the work area until they reach the “END” sign.

NOTE: Permanent whistle signs are displayed only when roadway workers are working. When roadway workers are not working, permanent whistle signs will be removed or bagged.

37-E2. WRECK AND WIRE TRAINS

Between:	Wire Train	Boom Trailing	Boom Forward
		Miles Per Hour	
		Wreck	Wreck
A & North End Tunnel	10	10	10
North End Tunnel & MP 2	15	15	15
MP 2 & Inwood Int	30	30	20
Inwood & CP 12	30	20	20
Note: Where speed of freight trains is slower than speeds shown in this instruction, the freight train speed must not be exceeded.			

37-E3. MAXIMUM SPEEDS-OTHER TRACKS

Location	Tracks	Restricted Speed not exceeding
Empire	Wye Track	5 MPH

40-E1. ENGINE AND EQUIPMENT RESTRICTIONS

The numbers shown in the columns to the right of each listed location specify the maximum dimension engines and equipment that may be operated. Engine and equipment dimension specifications are assigned in S.I. 37-S5 (page 291) for equipment authorized to operate on the NEC.

Notes shown in parentheses in the location column are defined at the end of the table.

Location	Tracks		
	1	2	Other
A & Empire (a)(b)	1	1	1
Empire & CP 12 (a)(c)	4	4	...
Notes: (a) Capitoline Control Car 9637 is prohibited from operating on the Empire Connection. (b) Engines of dimension #2 may operate when verbally authorized by the Dispatcher at PSCC. (c) Operation on the Wye at Empire is restricted to single units only.			

42-E1. HEIGHT RESTRICTIONS

Any equipment exceeding 14 feet 8 inches maximum height above the top of the rail is prohibited from operating in New York Penn Station, the North and East River Tunnels, and the Empire Tunnel.

47-E1. TRACKS EQUIPPED FOR DC ELECTRICAL OPERATION

No. 2 track between A and a point 235 feet north of MP1.

No. 1 track between beginning of track at Empire and a point 235 feet north of MP 1.

47-E2. DC OPERATION RESTRICTED NORTH OF MP 5

Trains must not operate north of MP 5 with third rail shoes in lowered position, unless otherwise instructed.

104-E1. SWITCHES EQUIPPED WITH ELECTRIC LOCKS

The following hand-operated switches are equipped with an electric lock; permission to occupy Main Track, Interlocking or Controlled Siding must be obtained from the Employee listed before lock is removed from keeper.

Location	Switch	Notes
MP 1.2	Switch in No. 2 trk. leading to Wye Lead trk.	1
MP 1.4	Switch in No. 2 trk. leading to Tail trk.	1
Note 1: To enter side track from Main Track, train must occupy track circuit which extends 50 feet from point of switch, before switch can be opened.		

116-E1. SHOVING OR BACKING MOVEMENTS

The following exception to SI 116-S1, Part C, applies on the EC Line:

C. Location of Crew Member Directing Movement: When a model P32AC-DM locomotive (Series 700-717) is operated lite from other than the leading end, a crew member will not be required to be positioned on the leading end of the movement. A crew member must precede the movement.

900-E1. DISPATCHERS: ASSIGNED TERRITORIES

PSCC: A, inclusive, to Empire, inclusive.

Section A Dspr. Empire, exclusive, to CP 12, exclusive.

NEW YORK TERMINAL DISTRICT (NYT)

STATIONS		MP	INT	PS	NOTES
A	R-PSCC (Empire Connection) (Main Line-New York to Philadelphia)	0.2	X	...	...
KN	R-PSCC	0.1	X	...	...
NEW YORK	(Penn. Station)	0.0	...	X	...
C	R-PSCC	0.1	X	...	...
JO	R-PSCC	0.1	X	...	...
F	R-PSCC (Sunnyside Yard) (North Runner Trk) (Sub 1, 2 & 3 Running Trks.) (Loops: "A", 1 & 2 Running Trks.)	3.0	X	...	1, 2, & 4
HAROLD	R-PSCC (Main Line-Harold to CP 216) (LIRR) (Connecting Running Track)	3.7	X	...	3
Mile Post Distances are measured from New York Penn Station. The Direction from New York to Harold is eastward. The direction from New York to A is westward. Q & Loop Ints, and R Switching Center are located in Sunnyside Yard. Loop Int is remotely controlled by R, and is equipped with dual control switches. Note 1: Sub 1, 2 & 3 Running Tracks between Q & F, controlled by Q. Note 2: Loop "A", 1 & 2 Running Tracks between F & R, controlled by R. Note 3: Connecting Running Track between Q & End of Track, controlled by Q. Note 4: Q to R – North Runner Trk, Hump Trk & Eastward Engine Trk controlled by R.					

240-T1. SIGNAL RULES and CURRENT OF TRAFFIC

On tracks where Rule 261 is in effect, ABS Rules and CSS Rules 550 through 561 are in effect for movements in both directions.

Between	Tracks				Notes
	4	3	2	1	
A & JO	Interlocking Rules in effect on Tracks 15 through 5				...
A & C	Interlocking Rules in effect on Tracks 18 through 16				...
KN & C	Interlocking Rules in effect on Tracks 21 through 19				...
JO/C & Harold	261	261	261	261	...
F & Harold	Interlocking Rules in effect on Line 2 Connection				1
Within Penn. Station, New York, station tracks 5 through 21 are designated Main tracks. Note 1: CSS Rules in effect for movement in both directions.					

**37-T1. PASSENGER TRAINS and FREIGHT TRAINS
MAXIMUM SPEEDS and SPEED RESTRICTIONS,
UNLESS OTHERWISE RESTRICTED**

Locations and speeds shown in normal type are maximum authorized speeds. Locations and speeds shown in bold type are speed restrictions. Where speeds change at an interlocking and the specific point where the speed change occurs is not specified, the lower speed will apply through the entire interlocking.				
PASSENGER TRAINS				
Between/At	Tracks			
	No. 1	No. 2	No. 3	No. 4
West Limits A Int. & East Limits JO & C Ints. All tracks 15 MPH				
Except: West limits A Int. & 10 th Ave. Signal Br.: ▼ 3X Trk 30 MPH ▼ 4X Trk, westbound only 30 MPH				
★Through East River Tunnels	60	60	60	60
East River Tunnels & Harold	60	60	60	60
F Int. Line 2 Connection 45 MPH				
Harold Int.: Diverting movements to & from NYS No. 1 trk . . 45 MPH Long Island City Westw'd Psgr. Trk. 30 MPH Long Island Frt. Trk. 60 MPH				
▼ Note: Type "D" trains (see S.I. 37-S8, page 304) must not exceed 15 MPH ★ Note: Amtrak car 9800 must not exceed 30 MPH between signal locations listed in 37-T6, pg 157.				
FREIGHT TRAINS				
Between/At	No. 1	No. 2	No. 3	No. 4
West Limits A Int. & East Limits JO & C Ints. All Tracks 8 MPH				
Through East River Tunnels: Except: Between Signal 3E04 and 6th Ave. Portals	20 ...	20 ...	20 15	20 ...
East River Tunnels & Harold	20	20	20	20
F Int.: Line 2 Connection 30 MPH				
Harold Int.: Diverting movements to & from NYS No. 1 trk . . 20 MPH Long Island City Westw'd Psgr. trk 30 MPH Long Island Frt. trk 25 MPH				

C-T1. LONG ISLAND RAILROAD EMPLOYEES

Timetable, Book of Rules and General Notices of the Long Island Railroad will apply and be the authority for movement of Long Island Railroad trains and track cars between Harold and **A**, under the direction of Terminal Superintendent. Amtrak Movement Permit Form D will be used in lieu of Long Island Railroad Form 19. Differences between Amtrak and Long Island Railroad operating rules and procedures will be covered in Long Island Railroad Special Instructions and General Notices and reviewed in periodic examination classes.

C-T2. PHYSICAL CHARACTERISTICS QUALIFICATION - ASSISTANT CONDUCTORS AND CONDUCTORS

Amtrak New York Crew Base Zone 1 and Zone 2 Assistant Conductors must be qualified on the physical characteristics of New York Pennsylvania Station and Sunnyside Yard. Conductors and Assistant Conductors absent from work train, yard and/or relay service in the New York Terminal District for 6 months or longer must contact a Terminal Trainmaster or an Operating Practices Department representative before starting such an assignment.

1-T1. SUPERINTENDENT-TRAIN OPERATIONS NOTICES

Dispatchers, Console Operators, Block Operators and Yardmasters must read and comply with all Superintendent-Train Operations Notices (STON) that apply to them. STON's will be issued as required by the Superintendent-Train Operations and/or Superintendent-Train Operations PSCC. STON's will be numbered sequentially, the number being prefixed by the last two digits of the calendar year. The number of the most recent STON will be published at the top of the Division Bulletin Order. STON's will be distributed to Division dispatching offices and interlocking stations.

16-T1. BLUE SIGNAL PROTECTION: NEW YORK PENN STATION TRACKS 5 THROUGH 21

The following blue signal protection procedures apply on New York Penn Station Tracks 5 through 21, which are designated as Main Tracks in SI 240-T1 (see page 153).

NOTE: The provisions of Rule 16 pertaining to "Other Than Main Tracks" apply to New York Penn Station Tracks 1 through 4, and tracks in Yards A, C, D and E.

Responsibility of All Mechanical Employees

Mechanical employees must not perform any work that requires blue signal protection until assured by the Mechanical Foreman or qualified craft employee in charge that blue signal protection has been provided.

Responsibilities of Mechanical Foreman or Qualified Craft Employee

The Mechanical Foreman or qualified craft employee in charge must take the following actions before authorizing or performing any work that requires blue signal protection:

1. Ensure that other equipment on the track to be protected is at least 20 feet from the equipment to be worked, or as far from the equipment as possible.
2. Contact the PSCC Dispatcher at telephone number 6006 to obtain "**Supplemental Blue Signal Protection**" on the required track.

NOTE: This protection prevents the Dispatcher from routing trains **to** the affected track; it does not prevent the Dispatcher from routing trains **off** the affected track. The protection is considered "supplemental" because the law that governs blue signal protection on main tracks requires only actions 3 and 4 below.

3. Display a Blue Signal at each end of the equipment to be worked.

(Continued on next page.)

16-T1. (Cont'd)

4. Attach a Blue Signal to the controlling engine(s) at a location where it will be clearly visible to an employee at the controls of that engine.

After all work has been completed, the individual who requested the "Supplemental Blue Signal Protection" will check to see that all employees are in the clear, then call the Dispatcher to give up the protection.

Responsibilities of PSCC Train Dispatcher

The PSCC Dispatcher must take the following actions when granting "Supplemental Blue Signal Protection":

1. Before granting "Supplemental Blue Signal Protection," the Dispatcher must apply blocking devices to prevent the display of any signal leading to the affected track.
2. Once "Supplemental Blue Signal Protection" is granted, the Dispatcher must not remove the blocking devices or authorize any equipment to enter the track until informed by the employee in charge of the workmen that the work has been completed.
3. The Dispatcher must immediately make a written record on the prescribed form of the application and removal of the blocking device protection. This record must be retained for 15 days following the date of removal.

19-T1. ENGINE WHISTLE OR HORN: PENN STATION, JO, C, AND KN INTERLOCKINGS

Except when approaching Roadway Workers or in an emergency, trains must **not** sound their engine whistle or horn while within JO, C and KN interlockings or within the roofed or enclosed areas of Penn Station. This restriction is intended to prevent hearing loss injuries to passengers as well as employees working in the station.

34-T1. SUNNYSIDE - 480 VOLT STANDBY

To assist crews in spotting equipment for 480 volt standby, yellow stripes are painted adjacent to tracks 1 through 11, west of the COBRA crossing. When equipment is left standing on these tracks, the rear car must be spotted next to the yellow stripe.

36-T1. PENN STATION:SPOTTING 9 CAR PUSH-PULL SET

Trains arriving at PSNY routed to Track 2 with a 9 car push-pull set will arrange to spot their equipment with the engineers cab window adjacent to the 9PP car marker sign located at the east end of the platform.

37-T2. ACSES TRAIN TYPE SELECTOR SWITCH

Different Train Type "B" definitions are in effect on the NYP and NHB lines. Engineers taking charge of Regional service passenger trains in New York must ensure that the train type selector switch is in the proper position for the Train Type "B" definition in effect on the line they will traverse.

37-T3. SPEEDOMETER CHECKING: MEASURED MILES

White marker posts bearing the letters MM (measured mile) are in service for eastward movements at the following locations:

No. 1 (Line 1) track at Signal 1E14 and a point 2420 feet east of Long Island City shaft.

37-T3. (Cont'd)

No. 2 (Line 2) track 75 feet east of Signal 2E14 and 2550 feet east of the Long Island City shaft.

No. 3 (Line 3) track 437 feet east of Signal 3E14 and 3000 feet east of the Long Island City shaft.

No. 4 (Line 4) track at Signal 4E14 and a point 2700 feet east of Long Island City shaft.

37-T4. MAXIMUM SPEEDS-RUNNING TRACKS

Track	Between	And	Restricted Speed not exceeding
North Runner	Q	R	15 MPH
Sub Tracks 1 & 2	Q	Reverse curves at jump over of Line 2 & Line 4 trks	8 MPH
Sub Tracks 1 & 2	Reverse curves at jump over of Line 2 & Line 4 trks	F	15 MPH
Sub Trk 3	Q	F	8 MPH
Connecting	Q	End of Track	5 MPH
Loop Nos. 1 & 2	F	First curve east of Loop	15 MPH ★
Loop A	Loop	First curve east of Loop	15 MPH
Loop A, 1 & 2	First curve east of Loop	R	5 MPH
★ - Drafts containing passenger cars on Loops Nos. 1 and 2 must not exceed 3 MPH while moving through car washing machines when cars are being washed.			

37-T5. MAXIMUM SPEEDS-OTHER TRACKS

Location	Tracks	Restricted Speed not exceeding
Sunnyside Yard	Eastward and Westward Engine Tracks	5 MPH
Sunnyside Yard	All tracks between R Switching Center and the western limits of Q Int, except the North Runner	5 MPH

37-T6. SPEED RESTRICTIONS: AMTRAK CAR 9800: JO & C TO F

Amtrak car 9800 must not exceed 30 MPH when operating within the East River Tunnels between the signal locations listed below.

Track	Eastward	Westward
No. 1 (Line 1)	1E08-1E14	1E15-1E09
No. 2 (Line 2)	2E08-2E14	2E17-2E07
No. 3 (Line 3)	3E08-3E14	3E17-3E07
No. 4 (Line 4)	4E08-4E14	4E15-4E07

40-T1. ENGINE AND EQUIPMENT RESTRICTIONS

The numbers shown in the columns to the right of each listed location specify the maximum dimension engines and equipment that may be operated. Engine and equipment dimension specifications are assigned in S.I. 37-S5 (page 291) for equipment authorized to operate on the NEC.

Notes shown in parentheses in the location column are defined at the end of the table.

Location	Tracks				
	4	3	2	1	Other
A Int. & JO—C: All Station tracks . (a)(b)	1	1	1	1	1
JO—C & F (a)(b)	1	1	1	1	...
F & Harold (a)	3	3	3	3	...
Sunnyside Yard, all tracks	3	3	3	3	3
High Speed Rail S&I Building, all tracks	...	...	...	...	1
Notes: (a) Capitoline Control Car 9637 is prohibited from operating between A and Harold. (b) Engines of dimension #2 may operate when verbally authorized by the Dispatcher at PSCC.					

41-T1. SUNNYSIDE YARD - MOVEMENT RESTRICTIONS

(1) All train and engine movements must stop before passing over first **COBRA** crossing west of Honeywell Ave OH Br (first OH Br west of R Interlocking Station). Engine bell (if equipped) and whistle must be sounded prior to fouling this crossing.

(2) At most locations in Sunnyside Yard, movement from 2 or more yard tracks into Q Interlocking and R Switching Center is governed by a common signal. To avoid the possibility of conflicting movements, trains operating from Sunnyside Yard to Q or R must obtain verbal permission from the Operator before accepting the signal or fouling the switches prior to the signal.

41-T2. CWR EQUIPMENT-A and HAROLD

Freight trains containing two or more Continuous Welded Rail (CWR) cars coupled to each other must operate No. 11 trk. through Penn Station; No. 1 trk between JO & Harold or No. 12 trk through Penn Station; No. 2 trk between JO & Harold with no diverging movements at A, JO or F interlockings; and are prohibited on Connecting trk. between Harold & Q interlockings. This restriction applies to CWR cars of foreign railroads & includes Amtrak equipment in car series 15250-15252, and 15260-15316.

42-T1. HEIGHT RESTRICTIONS

Any equipment exceeding 14 feet 8 inches maximum height above the top of the rail is prohibited from operating in New York Penn Station, the North and East River Tunnels, and the Empire Tunnel.

43-T1. CLOSE CLEARANCE: JO TO A

Close clearance exists at the east end of No. 14 track adjacent to stairway, where pedestrian barricade is erected along platform. Crews must exercise caution and must not discharge passengers in this area.

47-T1. TRACKS EQUIPPED FOR DC ELECTRICAL OPERATION:

All Main Tracks: between Harold and C-JO.

Running Tracks: Sub tracks 1, 2 and 3 to a point 1000 feet east of connection with No. 4 track (Line 4) and No. 2 track (Line 2) at F. Loop tracks No. 1 & 2 to a point 1000 feet east of connection with No. 1 track (Line 1) and No. 3 track (Line 3) at F.

Other Tracks: Lead tracks 3 and 5 at Q, No. 1 Enginehouse track, Hump track, Lead track No. 6 at R connection with Hump track, Eastward Engine track between Q and Sunnyside Enginehouse.

New York, Pennsylvania Station: A Yard—Track 5A, D Yard—Track 6, Station tracks 5 through 21 inclusive, No. 1x, and No. 3x through 6x tracks inclusive. Tracks 8C, 9C & 10C between KN and Yard C.

90-T1. DEADHEADING EMPLOYEES – Q INTERLOCKING

To assist employees deadheading from Sunnyside Yard to New York, a high level platform approximately 12 feet long is in service within Q Interlocking at the west end of the Eastward Engine Track (Inbound) beneath Queens Boulevard overhead bridge. Westward New Jersey Transit trains are authorized to make a **brief** stop at this location to pick up employees when they are seen on or about the platform.

98-T1. R SWITCHING CENTER

Movements through R Switching Center are governed by indications of fixed signals controlled by the Operator at R.

R Switching Center is not an Interlocking, however Interlocking Rules 600 through 616 and Special Instructions 613-T1 and 601-S1 govern operations at R Switching Center.

98-T2. SUNNYSIDE YARD - HIGH SPEED RAIL SERVICE AND INSPECTION BUILDING

High Speed Rail S & I Building has No. 1 and No. 2 Tracks extending through the building with power-operated derails, controlled by the mechanical department, located on both ends of each track. Fixed overhead flashing blue signals mounted on the building exterior, when illuminated indicate that the restrictions of Rule 16 “Blue Signal Protection of Workers” apply.

98-T3. CONTROL OF YARD TRACKS

1. Sunnyside Yard - Car Shop and Locomotive Servicing Tracks

The following Sunnyside Maintenance Facility tracks are designated Car Shop and Locomotive Repair Tracks. Authority of the employee named must be obtained before any movement is made. The Yardmaster and High Speed Rail Foreman may be contacted on channel 36-36. The Mechanical Foreman may be contacted on channel 43-43.

TRACKS	CONTROLLED BY
Tracks 37 (Wheel 3), 38 (Wheel 4), & 39 (Wheel 5) of the Locomotive & Coach Repair Shop between 50 feet west of derail on west end and 50 feet east of derail on east end.	Mechanical Foreman, Sunnyside Yard
Engine House Track & Engine Ready Track of the Locomotive & Coach Repair Shop between the “ <i>Entering Engine House Territory</i> ” signs posted outside the building limits.	Mechanical Foreman, Sunnyside Yard
S&I Tracks 1 & 2 of the High Speed Rail Inspection Building between the “ <i>Stop-Do not Enter Without Supervisor’s Permission</i> ” signs posted outside the building limits.	High Speed Rail Foreman, Sunnyside Yard

2. Yardmaster

The Yardmaster is in charge of movements on all other tracks in Sunnyside Yard.

102-T1. PENNSYLVANIA STATION—NEW YORK: FLASHING RED LAMPS.

When mail, baggage or express is being loaded or unloaded on cars not attended by a crew in Penn Station, a red flashing lamp will be placed on both ends of the equipment. When red flashing lamps are displayed, crews must not couple to or move the cars until they have contacted the Baggage Foreman and he has removed the lamps.

104-T1. NORMAL POSITION OF SWITCHES AND CROSSOVERS AT SPECIFIED LOCATIONS

Switch location	Connecting	With	Normal Position is for Movement	Notes
Q Int.	1 Lead	Wheel Shop	To Engine House Territory	1
Q Int.	1 Lead	West Lead of Engine House	To Engine House Territory	1
West of R	Wheel Shop Lead	East Lead of Engine House	To Engine House Territory	...
Hump Track Sunnyside Yard	Hump Track	Eastward Engine Trk	To Eastward Engine Track	...

Note 1: Employees operating on or off the west end of Tracks 36, 37, 38 & 39 upon completion of their movement **MUST** line switches for movement to Engine House territory.

104-T2. FOULING POINT - SUNNYSIDE YARD SWITCHES

The fouling point of switches within Sunnyside Yard is indicated by a red stripe painted on the crossties and/or web of both rails. Equipment placed on any track in Sunnyside Yard must be positioned clear of the fouling point. When conditions do not permit equipment to clear the fouling point, a crew member must immediately notify the Yardmaster and advise which track(s) is fouled.

108-T1. ENGINES UNATTENDED, PENNSYLVANIA STATION

Engine(s) not coupled to cars must not be left standing unattended in Pennsylvania Station, New York, on tracks 1 through 21, inclusive.

132-T1. TRACKS AND SWITCHES OUT OF SERVICE

The tracks and switches listed below are out of service for train movements, except when such movements are personally supervised by an MW Foreman or MW Supervisor, or when movement consists entirely of track cars.

If a remotely controlled switch provides access to an affected track, the Operator or Dispatcher must apply blocking device protection to prevent the accidental routing of trains to that track. If a hand operated switch provides access to an affected track, the last Engineering Department employee to use the switch must spike the switch to prevent its accidental use.

Location	Track/Switch
A-Yard E	Tracks 4E, 5E, 6E.
Q Int	Sub 4 Track; Q Spur between barricades erected 50 feet west of No. 49 crossover in reverse position and a barricade erected 50 feet east of No. 50 turnout in normal position.

138-T1. SUNNYSIDE YARD - COBRA CROSSING

Equipment must not be left standing closer than 15 feet to the first COBRA crossing west of Honeywell Ave. OH Br (first OH Br west of R Int Station), in order to increase visibility at the crossing.

241-T1. STOP SIGNALS

Unnumbered automatic block signal governing westward movements on No. 4 (Line 4) track in service at a point 785 feet west of MP 3 (former F Int. Station). In the application of **Rule 241**, when **Stop Signal** is displayed at this location, authority to pass it must come from PSCC. NOTE: This signal will apply to the movement of track cars only when displaying Stop Signal.

277-T1. DUPLICATE SIGNALS

Duplicate signals are on the left side of the track at:

Signal 2E11, trk 2 East River Tunnel, designated R2E11.

Signal 2E21, trk 2 East River Tunnel, designated R2E21.

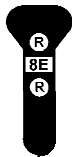
Signal 4E21, trk 4 East River Tunnel, designated R4E21.

Duplicate signals are on the right side of the track at:

Signal 3E21, trk 3 East River Tunnel, designated R3E21.

277-T2. NON-CONFORMING ASPECTS

The signal aspects illustrated at right, which are not in conformity with typical aspects, are in service between the western limits of **A & KN** Interlockings, and the eastern limits of **C & JO** Interlockings. Even though these signals are numbered with a lever number and an "E" or "W", their most restrictive aspect is STOP:



NAME: Stop Signal
INDICATION: Stop

EXCEPTION: Signals W-04 on tracks 1X and 2X, illustrated at right, are automatic signals, and their most restrictive aspect is Stop & Proceed:



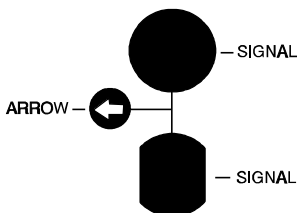
NAME: Stop and Proceed
INDICATION: *Shown in Rule 291*

277-T3. HAROLD INTERLOCKING

A white arrow is in service on the eastward Interlocking Signals No. 856E (On LIRR Port Washington Branch No. 2 track 330 feet east of Harold Int. Station), No. 858E (On LIRR Main Line No. 2 track 330 feet east of Harold Int. Station, and No. 800E (On LIRR Port Washington No. 1 Track 1580 feet east of Harold Int. Station).

Illuminated arrow indicates that the route is lined to the Port Washington Branch.

All Amtrak trains scheduled for the NYS Line must stop clear of the interlocking signal if the arrow is lighted, and contact PSCC immediately for instructions.



550-T1. LONG ISLAND RAILROAD TRAINS

Long Island Railroad trains equipped with Automatic Speed Control in operative condition for the direction they are to move will be considered as meeting the requirements of the **Rules** in the same manner as if they were equipped with cab signals.

If Automatic Speed Control fails, it will be cut out and the movement will proceed governed by fixed signal indications but not exceeding 30 miles per hour. The failure must be reported immediately to the PSCC dispatcher via radio when operative. A LIRR train reporting a failure of the Automatic Speed Control system on which the **ASC cab signal indicator and warning device are operative** may be given permission by the PSCC dispatcher to proceed in accordance with indications on the cab signal indicator and fixed signals, not exceeding 60 MPH.

613-T1. A, JO, KN, C, R & Q - LEADING END OF TRAIN STOPPED BETWEEN SIGNALS

Prior to beginning movement toward an interlocking signal, the train must not move if:

1. One or more switches are between the train and the next signal,

or

2. The next signal displays Stop Signal, until a crew member observes and verbally notifies the engineer that the first interlocking signal to the rear of the leading end for the direction of movement is displaying a proceed aspect. When such observation is not possible, the engineer must contact the Dispatcher to receive verbal permission to proceed.

NOTE: Train may proceed without observing last signal or contacting Dispatcher if there are no switches between the train and the next signal, and that signal displays a proceed aspect.

701-T1. EAST RIVER TUNNELS

Transmission of radio messages from locomotive or portable units while located between east and west portals of East River Tunnels will be received by Dispatcher at PSCC. The tunnel radio "repeater system" will relay unit to unit transmissions as described below, but will not relay transmissions to stations other than PSCC.

A repeater system for the purpose of relaying portable to portable radio communications is installed and in service within the North River, East River and Empire Tunnels. Only portable radios equipped with the "NYP Road Rptr" channel may transmit through the repeater, although all other radios, including engine radios, may receive messages from the repeater.

The repeater functions by receiving signals transmitted on the special frequency (NYP Road Rptr) by low-powered portable radios through the tunnel radio system. It then re-transmits the messages on Road Channel 60 at high power through the tunnel radio system.

Note: The "NYP Road Rptr" setting *transmits* on the special repeater frequency (173.375), and *receives* on Road Channel 60. When necessary for PSCC or trains and engines to communicate with a portable radio, no adjustment is necessary, and Road Channel 60/60 may be used.

701-T2. SUNNYSIDE YARD - RADIO TRANSMISSIONS

Yard radio frequency 36-36 is to be used by all train and engine movements within Sunnyside Yard, Loop Tracks, and Sub Tracks when communicating with the East end and West end Yardmasters, and the Operators at Q and R Interlocking Stations. Road channel 60-60 in service at F.

Except in an emergency, M/W, C&S and B&B employees must use radio channel 27-27 for all transmissions in Sunnyside Yard. Yardmasters and Operators at Q and R Interlocking Stations are equipped with radio channel 27-27.

Red signs with white lettering are in service at the following locations to indicate the proper radio frequency to be used :

Loop Tracks 1 & 2: East end of car washing machine

Sub Tracks 1, 2 & 3: West of former F Int Station

708-T1. PSCC

In the application of Rule 708, the terms "PSCC" or "Penn Station Central Control" **must** be used when originating or initially responding to a radio call in which PSCC is involved.

900-T1. DISPATCHERS ASSIGNED TERRITORIES

Penn Station Central Control Dispatcher: Harold (inclusive) to A (inclusive).

Section A Dispatcher: R and Q interlockings.

**940-T1. CREWS IN YARD AND YARD-RELAY SERVICE –
950-T1. NEW YORK TERMINAL DISTRICT**

Crews in yard-relay service must communicate with the Yardmaster at PSCC immediately upon arrival in Penn Station.

Yard crews working within Penn Station must communicate with the Yardmaster at PSCC when initially signing up, and upon completion of the move they were assigned.

Yard crews working within Sunnyside Yard must communicate with the Yardmaster at the High Speed Rail Facility when initially signing up, and upon completion of the move they were assigned.

Yard crews must contact an Amtrak Terminal Services supervisor, prior to marking off with the Crew Dispatcher.

940-T2. CREWS IN ROAD SERVICE – PENNSYLVANIA

950-T2. STATION, NEW YORK

When signing up in New York, T&E crews in road service must check an available electro-writer screen as soon as practicable to determine the station track number for their assigned train. If unable to locate their assigned train on an electro-writer screen no less than 10 minutes prior to scheduled departure, they must report to the Terminal Operations Center (TOC) to obtain their assigned train's station track number, in order to avoid undue delay.

941-T1. PENN STATION JO TO A - PLATFORM GAP

Due to excessive gap between train and the passenger platform adjacent to No. 12 Track, from the west end of the platform to a point 170 feet east thereof, crews of trains platforming in this area must ensure that doors are protected to avoid injury.

MAIN LINE—NEW YORK TO PHILADELPHIA (NYP)

STATIONS		MP	INT	PS	NOTES
NEW YORK	(Penn Station)	0.0	...	X	...
A	R-PSCC (New York Terminal District) (Empire Connection)	0.2	X	...	...
NEW YORK-NEW JERSEY STATE LINE		1.2	...	...	...
CP MID	R-PSCC	1.5	...	...	10
WEEHAWKEN SHAFT		1.8	...	...	...
BERGEN	R-PSCC	3.7	X	...	...
ALLIED	R-Section A TD	4.0	X	...	...
ERIE	R-Section A TD	4.7	X	...	...
SECAUCUS		5.0	...	X	...
LACK	R-Section A TD	5.1	X	...	...
PORTAL	R-Section A TD (Movable Bridge)	6.0	X	...	...
SWIFT	R-Section A TD	7.2	X	...	...
HUDSON	R-Dock (Hudson Line NJT; Running Trks 5-10-11)	8.3■ 7.2□	X	...	5
REA	(Running Trks 5-6-10) R-Dock	7.8	X	...	5
HARRISON		8.3	...	X	...
DOCK	(Movable Bridge)	8.5	X	...	7
NEWARK		8.8	...	X	...
CLIFF	R-Dock	9.7	X	...	3
HUNTER	R-Dock (Lehigh Line Conn. - See page 248)	10.5	X	...	...
NEWARK INTERNATIONAL AIRPORT		11.2	...	X	...
HAYNES	R-Dock	11.3	X	...	11
LANE	R-Dock (Lane Running Track-C.R.C.)	12.3	X	...	...
NORTH ELIZABETH		13.0	...	X	...
ELIZABETH		14.1	...	X	...
ELMORA	R-Union	14.7	X	...	...
LINDEN		17.3	...	X	...
NORTH RAHWAY		18.8	...	...	...
RAHWAY		19.5	...	X	...
UNION	(North Jersey Coast Line-NJT)	19.7	X	...	7
ISELIN	R-CETC-8 TD	22.8	X	...	...
METRO PARK		23.2	...	X	...
MENLO	R-CETC-8 TD	23.7	X	...	...
METUCHEN		25.8	...	X	...
LINCOLN	R-CETC-8 TD	26.0	X	...	...
EDISON	R-CETC-8 TD	28.1	X	...	1
EDISON STATION		28.9	...	X	...
NEW BRUNSWICK		31.4	...	X	...
COUNTY	R-CETC-8 TD (Millstone & No. 5 Running Tracks)	32.8	X	...	4
JERSEY AVENUE		33.1	...	X	...
MIDWAY	R-CETC-8 TD (Amboy Sec. Trk.-C.R.C.)	41.3	X	...	...
PRINCETON JCT		47.1	...	X	...
HAMILTON		53.0	...	X	...
HAM	R-CETC-7 TD (No. 5 Running & Naught Running)	55.7	X	...	6
FAIR	R-CETC-7 TD (Naught Running)	56.4	X	...	6
TRENTON		56.7	...	X	...
STATE LINE (New Jersey-Pennsylvania)		57.7	...	...	...

MAIN LINE-NEW YORK TO PHILADELPHIA (NYP)

STATIONS	MP	INT	PS	NOTES
MORRIS R-CETC-7 TD (Morrisville Line CRC)	58.3	X	...	12
LEVITTOWN-TULLYTOWN	63.3	...	X	...
GRUNDY R-CETC-7 TD	65.3	X	...	...
BRISTOL	66.5	...	X	...
CROY R-CETC-7 TD	68.3	X	...	2
CROYDON	69.6	...	X	...
EDDINGTON	71.3	...	X	...
CORNWELLS HEIGHTS	72.5	...	X	...
ANDALUSIA	73.7	...	...	...
TORRESDALE	74.6	...	X	...
DIVISION POST (Northeast/Mid-Atlantic Divisions)	76	...	...	...
HOLMESBURG JCT.	77.2	...	X	...
HOLMES R-CETC-6 TD	77.2	X	...	...
TACONY	78.2	...	X	...
WISSINOMING	79.3	...	...	...
BRIDESBURG	80.1	...	X	...
FRANKFORD	80.9	...	...	...
FRANKFORD JCT.	81.8	...	...	...
SHORE R-CETC-6 TD (NJT AC Line) (Delair Branch-CRC)	82.1	X	...	...
CLEARFIELD R-CETC-6 TD	84.5	X	...	...
NORTH PHILADELPHIA	85.0	...	X	...
LEHIGH R-CETC-6 TD (Chestnut Hill Branch-SEPTA)	85.1	X	...	...
MANTUA R-CETC-6 TD	87.2	X	...	...
GIRARD R-CETC-6 TD	87.7	X	...	...
ZOO (ML-Philadelphia to Harrisburg) (36th St Connection) (Main Line-SEPTA)	88.0	...	...	8, 9

The direction from New York to Zoo is westward.

■ Mile Posts A to former Hudson Interlocking Station are numbered from New York.

□ Mile Posts former Hudson Interlocking Station to Zoo are numbered from Jersey City.

See SI 161-N1 (page 180) for duplicate Mile Posts.

Note 1: Int Rules apply on No. 0, 1 and 2 trks only.

Note 2: Int Rules apply on No. 1 trk only.

Note 3: Int Rules apply on No. 1, 2 and 3 trks only.

Note 4: Millstone Running Trk and No. 5 Running Trk between County & End of Track, controlled by CETC-8 TD.

Note 5: Nos. 5, 6, 10 & 11 Running Tracks between Hudson & Rea, controlled by Dock.

Note 6: No. 5 Running Track between Ham & MP 55, and Naught Running Track between Fair & MP 54.8, controlled by CETC-7 TD. See SI 241-N1, page 181.

Note 7: Int Station with Amtrak Road Radio Channel 60-60.

Note 8: In service as an Int Station for PH Line & 36 Street Connection only, with Amtrak Road Radio Channel 54-54 and Conrail Road Radio Channel 46-46.

Note 9: Nos. 2 & 3 Main Tracks ("Berry Trks") between connection with N.Y. & P. Subway Trk. (north of Zoo Int. Sta.) and 36th St., controlled by CETC-6 TD.

Note 10: Eastward controlled signals.

Note 11: Int Rules apply on No. 1 and 2 trks only.

Note 12: Road radio channel 60-60 in service east of MP 76 (Northeast/Mid-Atlantic Division Post). Road radio channel 54-54 in service west of MP 76. (See SI 707-N1, page 185.)

240-N1. SIGNAL RULES and CURRENT OF TRAFFIC

251: On trks where Rule 251 is in effect, the letter in parentheses () denotes the current of traffic: E=East, W=West, N=North, S=South. ABS Rules & CSS Rules 550—561 are in effect for movements with the current of traffic. Non-Signalled DCS Rules are in effect for movements against the current of traffic.

261: On trks where Rule 261 is in effect, ABS Rules & CSS Rules 550 through 561 are in effect for movements in both directions.

562: On tracks where Rule 562 is in effect, Rule 261, ABS Rules, and CSS Rules 550 through 563 (except Rules 554 and 556), are in effect for movements in both directions.

Int: indicates Interlocking Rules in effect.

562/Int: On tracks where Rule 562 **and** Interlocking Rules are effect, CSS Rules 550 through 563 (except Rules 554 and 556) are in effect for movements in both directions.

ACES Rules: On tracks where the letter “A” follows the rule number, ACSES Rules 580–591 are in effect for movements in both directions.

Locations	Tracks from North to South				Notes
	4	3	2	1	
A & Bergen	...	562	562	...	...
Bergen & Hudson	...	562/Int	562/Int	...	...
Allied & Portal: Track A	...				562/Int
Erie & Lack: Track B	...				562/Int
Hudson & Rea	...	562/Int	562/Int	Int	3
Rea & Dock	...	Int	Int	Int	3
Dock & Cliff	261	261	261	251(E)	1
Cliff & Hunter	261	261	261	261	...
Hunter & Haynes	261	261	261	261	...
Hunter & Lane: Track 5, Track A	...				261
Haynes & Elmora	261	261	261	261	...
Elmora & Union	251(W)	261	261	251(E)	...
Track A - 251(E), Track B - 251(W)					
Union & Iselin	251(W)	261	261	251(E)	2
Iselin & Menlo	Int	Int	Int	Int	3
Menlo & Lincoln	251(W)	261	261	251(E)	...
Lincoln & Edison	251(W)	261	261	261	...
Track No. 0	...				261
Edison & County	251(W)	261	261	251(E)	...
County & Ham	251(W)	261-A	261-A	251(E)	6
Ham & Fair	Int	Int	Int	Int	3
No. 5 Track	...				Int (Note 3)
Fair & Morris	261	261	261	261	...
Morris & Grundy	251(W)	261	261	251(E)	...
Grundy & Holmes	251(W)	261	261	...	...
Grundy & Croy	...	...	...	261	...
Croy & Holmes	...	...	...	251(E)	...
Holmes & Shore	261	261	261	261	...
Shore & Clearfield	261	261	261	261	...
Clearfield & Lehigh	Int	Int	Int	Int	3
Lehigh & Mantua	261	261	261	261	...
Mantua & Girard	Int	Int	Int	Int	3, 4
Connection with N.Y. & P. Subway Trk. (north of Zoo Int. Sta.) & 36th St	Interlocking Rules in effect on No. 2 & No. 3 tracks (“Berry” Tracks)				5

240-N1. (Cont'd)

Note 1: Within Dock Int., trks 5 & A are designated Main Trks.

Note 2: Between Union & Graw (NJT), Int Rules & CSS Rules in both directions are in effect on the Eastward connecting trk and on the Eastward & Westward Tunnel trks.

Note 3: CSS Rules in effect for movements in both directions.

Note 4: Tail Track - Int Rules in effect, and CSS Rules in effect in both directions.

Note 5: CSS Rules in effect on No. 2 trk. in both directions; on No. 3 trk. for southward movements. Controlled by CETC-6 TD.

Note 6: ACSES rules in effect between west limits County Int & east limits Ham Int.

37-N1. PASSENGER TRAINS and FREIGHT TRAINS MAXIMUM SPEEDS and SPEED RESTRICTIONS, UNLESS OTHERWISE RESTRICTED

Locations and speeds shown in normal type are maximum authorized speeds. Locations and speeds shown in **bold type** are speed restrictions. *Maximum equipment speeds listed in SI 37-S5 (page 291) must not be exceeded.*

Where speeds change at an interlocking and the specific point where the speed change occurs is not specified, the lower speed will apply through the entire interlocking.

PASSENGER TRAIN TYPE "A" & "B" SPEEDS

Train Type A refers to High Speed Trainsets (HST) with tilt system *active*.

Train Type B refers to (1) HST's with tilt system *disabled*; and (2) trains consisting *exclusively* of HHP-8, AEM-7, P40BH, P42BH, or P32-BWH engines, and Amfleet, Horizon, Capitoline Control/ Conference Cars, MARC III control/coach cars, or US DOT test car DOTX 216.

Between/At	Train Type "A"				Train Type "B"			
	Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1
West limits A & West Portal North River Tunnels	...	60	60	...	...	60	60	...
West Portal North River Tunnels & first undergrade bridge west of MP 3	...	60	90	...	...	60	90	...
First undergrade bridge west of MP 3 & Bergen	...	90	90	...	...	90	90	...
Cv west of west portal, North River Tunnels	...	75	75	...	...	75	75	...
Bergen & NY MP 7.7	...	90	90	...	...	90	90	...
Portal Movable Br (MP 6.1)	...	60	60	...	...	60	60	...
Track A between:								
Allied & Erie						75 MPH		
Erie & Lack						45 MPH		
Lack & Portal						70 MPH		
Track B between:								
Erie & Lack						60 MPH		
NY MP 7.7 & Hudson Int	...	60	60	...	...	60	60	...
Hudson Int & Rea Int	...	60	60	45	...	60	60	45
Rea Int & JC MP 7.8	...	60	60	35	...	60	60	35

37-N1. (Cont'd)								
PASSENGER TRAIN TYPE "A" & "B" SPEEDS								
Between/At	Train Type "A"				Train Type "B"			
	Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1
JC MP 7.8 & east limits of Dock Int	...	45	45	35	...	45	45	35
East limits of Dock Int & west end Passaic River Bridge	30	45	45	35	30	45	45	35
West end Passaic River Br & MP 9	35	35	35	35	35	35	35	35
Dock Int: Tracks A & 5	35 MPH							
MP 9 & Hunter	70	70	70	70	70	70	70	70
Hunter Int: Tracks A & 5	45 MPH							
Hunter & Elmora	90	110	110	90	90	110	110	90
Hunter & Lane: Tracks A & 5	80 MPH							
First Cv west of Hunter: Track 5	60 MPH							
First Cv west of MP 14	55	65	65	55	55	65	65	55
Cv east of Elmora	55	55	55	55	55	55	55	55
Elmora Int	60	80	80	60	60	60	60	60
Elmora & Union	90	125	125	90	90	125	125	90
Track A between:								
Elmora & Automatic Block Signal 158	75 MPH							
Automatic Block Signals 158 & 176	80 MPH							
Automatic Block Signal 176 & Union	70 MPH							
Track B between:								
Elmora & Union:	75 MPH							
Union & Graw	All Routes 30 MPH							
Union – Diverging movements between:								
Westward Tunnel Track & NEC Main Track No. 4	15 MPH							
Eastward Tunnel Track & NEC Main Trk. No. 3	15 MPH							
Union & Lincoln	90	110	110	90	90	110	110	90
First Cv east of MP 24	...	...	...	...	...	95	90	...
First Cv west of MP 24	...	105	105	...	...	90	90	...
Cv at MP 25	...	...	...	...	...	95	95	...
Lincoln & MP 28	90	110	110	100	90	110	110	100
Edison & Lincoln: No. 0 Trk	15 MPH							
First Cv west of Lincoln	80	95	95	80	80	80	80	80
Second Cv west of Lincoln	...	110	110	90	...	90	90	90
MP 28 & County	90	125	125	100	90	125	125	100
County & MP 54	110	135	135	110	110	135	135	110
Cv at MP 34	...	130	130	...	...	130	130	...
Cvs MP 39 & MP 40.2	...	130	130	...	...	130	130	...
MP 54 & Ham	110	135	135	110	110	135	135	110
Ham & Morris	80	110	110	80	80	110	110	80

37-N1. (Cont'd)								
PASSENGER TRAIN TYPE "A" & "B" SPEEDS								
Between/At	Train Type "A"				Train Type "B"			
	Track Nos.				Tracks Nos.			
	4	3	2	1	4	3	2	1
No. 5 Track Between:								
• East limit Ham Int & A point 15 feet east of the facing point switch for eastward movement to No. 4 trk at Ham 5 MPH • A point 15 feet east of the facing point switch for eastward movement to No. 4 trk at Ham & East limit Fair Int. 30 MPH • East limit Fair Int & West end Trenton Station . . 15 MPH								
Movements from Nos. 5 or 7 station trks to Trk No. 4 thru turnouts at west end of Trenton station . . 10 MPH								
First Cv west of Trenton	65	...	...	65	65	95	...	65
Morris Int	...	...	...	...	...	100	100	...
Morris & MP 62	100	125	125	100	100	110	125	100
First Cv west of Morris	...	...	...	...	...	...	110	...
Cv MP 61 & MP 62	...	...	...	...	...	...	115	...
MP 62 & MP 76	100	125	125	100	100	125	125	100
Cv east of Grundy	...	...	...	...	...	120	120	...
Cv west of Grundy	...	...	...	...	...	115	115	...
Cv west of Croydon	...	120	120	...	...	105	105	...
Cvs MP 74 & MP 75	80	105	105	80	80	90	90	80
First Cv west of MP 75	...	...	...	...	...	110	120	...
MP 76 & Holmes	100	125	125	100	100	110	110	100
Holmes & Shore	90	110	110	90	90	110	110	90
Cv West of MP 81	60	80	80	60	60	60	60	60
Cv east of Shore	50	60	60	50	50	50	50	50
Shore & Clearfield	70	80	80	70	70	80	80	70
Cv MP 84 & 2nd St OH Br	65	65	65	65	65	65	65	65
Clearfield & west limits Lehigh Int.	50	60	60	50	50	60	60	50
Cvs east & west of North Philadelphia Station	40	...	...	...	40	...	...	...
West limits Lehigh Int. & East limits Mantua	70	80	80	70	70	70	70	70
East limits Mantua & Girard Ave UG Br	60	60	70	70	60	60	70	70
Mantua Int & Girard Int: Tail Track 30 MPH								
Girard Ave UG Br & Zoo Int Station	30	30	30	30	30	30	30	30
Connection N.Y. & P. Subway Trk. (just north of Zoo Int. Station) & 36th Street	...	10	10	...	...	10	10	...

37-N1. (Cont'd)								
PASSENGER TRAIN TYPE "C" & "D" SPEEDS								
Train Type C refers to passenger trains that do not meet the criteria for train types A, B, or D.								
Train Type D refers to passenger trains with mail, baggage or express cars in consist, that meet the Train Type D criteria defined in SI 37-S8, page 304.								
NOTE 1: Train Type "D" trains must not exceed 60 MPH when operating with inoperative cab signals.								
Between/At	Train Type "C"				Train Type "D"			
	Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1
West limits A & West Portal North River Tunnels	...	60	60	...	...	45	45	...
West Portal North River Tunnels & first undergrade bridge west of MP 3	...	60	75	...	...	45	60	...
First undergrade bridge west of MP 3 & Bergen	...	75	75	...	...	60	60	...
Bergen & MP W4.5	...	90	90	...	...	75	75	...
Track A between: Allied & Erie	75 MPH				75 MPH			
Erie & Lack	45 MPH				45 MPH			
Lack & Portal	70 MPH				60 MPH			
Track B between: Erie & Lack	60 MPH				60 MPH			
MP W4.5 & NY MP 7.7	...	90	90	...	...	75	75	...
Portal Movable Br (MP 6.1)	...	60	60	...	...	60	60	...
NY MP 7.7 & Hudson Int	...	60	60	...	...	45	45	...
Hudson Int & Rea Int	...	60	60	45	...	45	45	30
Rea Int & JC MP 7.8	...	60	60	35	...	45	45	20
JC MP 7.8 & east limits Dock Int	...	45	45	35	...	30	30	20
East limits of Dock Int & west end Passaic River Bridge	30	45	45	35	20	30	30	20
West end Passaic River Br & MP 9	35	35	35	35	20	20	20	20
Dock Int: Trks. A & 5	35 MPH				25 MPH			
MP 9 & Signal Br 96-97	70	70	70	70	55	55	55	55
Signal Br 96-97 & Hunter	70	70	70	70	55	55	55	55
Hunter Int: Trks. A & 5	45 MPH				30 MPH			

37-N1. (Cont'd)								
PASSENGER TRAIN TYPE "C" & "D" SPEEDS								
Between/At	Train Type "C"				Train Type "D"			
	Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1
Hunter & Elmora	90	110	110	90	75	90	90	75
Hunter & Lane: Tracks A & 5 80 MPH								
First Cv west of Hunter: Track 5 60 MPH								
First Cv west of MP 14	55	55	55	55	55	55	55	55
Cv east of Elmora	55	55	55	55	55	55	55	55
Elmora Int	60	60	60	60	60	60	60	60
Elmora & MP 20	90	110	110	90	75	90	90	75
Track A between: Elmora & Automatic Block Signal 158	75 MPH				60 MPH			
Automatic Block Signals 158 & 176	80 MPH				65 MPH			
Automatic Block Signal 176 & Union	70 MPH				55 MPH			
Track B between: Elmora & Union	75 MPH				60 MPH			
Union & Graw	All Routes 30 MPH				All Routes 20 MPH			
Union – Diverging movements between:								
Westward Tunnel Track								
& NEC Main Track No. 4 15 MPH								
Eastward Tunnel Track								
& NEC Main Trk. No. 3 15 MPH								
MP 20 & Lincoln	90	110	110	90	75	90	90	75
First Cv east of MP 24	...	90	90	...	...	...	...	...
First Cv west of MP 24	...	90	90	...	...	...	...	...
Cv at MP 25	...	95	95	...	...	...	...	...
Lincoln & County	90	110	110	100	75	90	90	85
Edison & Lincoln: No. 0 Trk 15 MPH								
First Cv west of Lincoln	80	80	80	80	...	80	80	80
Second Cv west of Lincoln	...	90	90	90	...	...	...	...
Third Cv west of Lincoln	...	100	100	...	...	...	...	...
County & MP 54	110	110	110	110	90	90	90	90
MP 54 & Morris	80	110	110	80	65	90	90	65

37-N1. (Cont'd)								
PASSENGER TRAIN TYPE "C" & "D" SPEEDS								
Between/At	Train Type "C"				Train Type "D"			
	Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1
No. 5 Track Between: • East limit Ham Int & A point 15 feet east of the facing point switch for eastward movement to No. 4 trk at Ham 5 MPH • A point 15 feet east of the facing point switch for eastward movement to No. 4 trk at Ham & East limit Fair Int. 30 MPH • East limit Fair Int & West end Trenton Station . . 15 MPH								
Movements from Nos. 5 or 7 station trks to Trk No. 4 thru turnouts at west end of Trenton station . . 10 MPH								
First Cv west of Trenton	65	95	95	65	...	...	...	...
Morris Int	...	100	100	...	...	...	...	...
Morris & Holmes	100	110	110	100	85	90	90	85
First Cv west of Morris	...	100	...	...	...	...	...	...
Cv west of Croydon	...	105	105	...	...	...	...	...
Cvs MP 74 & MP 75	80	90	90	80	80	...	...	80
Holmes & Shore	90	100	100	90	75	85	85	75
Wissinoming & MP 81: Westward only . . .	...	90	90	...	...	75	75	...
Cv West of MP 81	60	60	60	60	60	60	60	60
Cv east of Shore	50	50	50	50	50	50	50	50
Shore & Clearfield	70	70	70	70	55	55	55	55
Cv MP 84 & 2nd St OH Br	65	65	65	65	...	...	...	...
Clearfield & west limits Lehigh Int.	50	60	60	50	35	45	45	35
Cvs east & west of North Philadelphia Station	40	...	...	...	...	...	...	...
West limits Lehigh Int & East limits Mantua	70	70	70	70	55	55	55	55
East limits Mantua & Girard Ave UG Br	60	60	70	70	45	45	55	55
Mantua Int & Girard Int: Tail Track 30 MPH								
Girard Ave UG Br & Zoo Int Station	30	30	30	30	20	20	20	20
Connection N.Y. & P. Subway Trk. (just north of Zoo Int. Station) & 36th Street	...	10	10	...	...	10	10	...

37-N1. (Cont'd)				
FREIGHT TRAIN TYPE "E" SPEEDS				
Between/At	Train Type "E"			
	Track Nos.			
	No. 4	No. 3	No. 2	No. 1
West limits A & West Portal North River Tunnels	...	20	20	...
West Portal North River Tunnels & eastern limits Hudson Int	...	20	20	...
Allied & Portal: Tracks A & B 20 MPH				
Eastern Limits of Hudson Int & west end Passaic River Bridge	25	20	20	20
West end Passaic River Br & Signal Br 96-97	20	20	20	20
Dock Int: Tracks A & 5 20 MPH				
Signal Br 96-97 & Hunter	20	20	20	30
Hunter Int: Tracks A & 5 10 MPH				
Hunter & Elmora	25	25	25	20
Hunter & Lane: Tracks A & 5 15 MPH				
Elmora & Union: Track A 30 MPH Track B 20 MPH				
Union & Graw	All Routes 20 MPH			
Union: Diverging movements between Eastward/Westward Tunnel Tracks & NEC Main Tracks 10 MPH				
Elmora & MP 20	35	35	35	35
MP 20 & Lincoln	25	25	25	25
Lincoln & MP 28	35	35	35	35
MP 28 & County	30	30	30	30
Edison & Lincoln: No. 0 Track 15 MPH				
County & MP 44	45	45	45	45
MP 44 & MP 54	50	50	50	50
MP 54 & Fair	35	30	30	30
No. 5 Track Between: • East limit Ham Int & A point 15 feet east of the facing point switch for eastward movement to No. 4 trk at Ham 5 MPH • A point 15 feet east of the facing point switch for eastward movement to No. 4 trk at Ham & East limit Fair Int. 25 MPH • East limit Fair Int & Fair Int Station 5 MPH • Fair Int Station & West end Trenton Station .. 10 MPH				
Fair Int.	20	20	20	20

37-N1. (Cont'd)				
FREIGHT TRAIN TYPE "E" SPEEDS				
Between/At	Train Type "E"			
	Track Nos.			
	No. 4	No. 3	No. 2	No. 1
Fair & Morris	35	30	30	30
Morris & MP 62	40	40	40	40
MP 62 & Grundy	50	50	50	50
Grundy & Croydon	50	50	50	30
Cv West of Grundy	...	45	45	...
Croydon & Holmes	50	50	50	50
Holmes & MP 81	50	45	45	45
MP 81 & Shore	30	25	25	25
Shore & Clearfield	40	40	30	30
Clearfield & west limits Lehigh Int.	30	30	30	30
West limits Lehigh Int & Girard Ave. UG Br.	30	30	30	30
Mantua Int & Girard Int: Tail Track 10 MPH				
Girard Ave. UG Br & Zoo Int Station	15	15	15	20
Connection N.Y. & P. Subway Trk. (just north of Zoo Int. Station) & 36th Street	...	10	10	...

1-N1. TSRB CHANGES RELAYED BY TRAIN DIRECTOR AT DOCK & UNION

Train Directors at Dock and Union who have received a copy of the current TSRB may be directed by the Dispatcher to relay TSRB additions or cancellations to trains. Train Directors charged with this responsibility will be governed by the delivery and blocking device procedures in Special Instruction 1-S4 (page 269).

1-N2. SUPERINTENDENT-TRAIN OPERATIONS NOTICES

Dispatchers, Console Operators, Block Operators and Yardmasters must read and comply with all Superintendent-Train Operations Notices (STON) that apply to them. STON's will be issued as required by the Superintendent-Train Operations and/or Superintendent-Train Operations PSCC. STON's will be numbered sequentially, the number being prefixed by the last two digits of the calendar year. The number of the most recent STON will be published at the top of the Division Bulletin Order. STON's will be distributed to Division dispatching offices and interlocking stations.

19-N1. STATE OF NEW JERSEY

In accordance with New Jersey P.U.C. Order dated August 3, 1972 modifying orders of January 20, 1972 and April 27, 1972, the following instruction is in effect in the State of New Jersey: Trains and engines will use one long sound of the engine horn or whistle approaching a passenger station on a track adjoining platform during daylight hours. During the hours of darkness such trains shall not be required to sound a horn or whistle except when the engineman observes a person or persons on or near a

19-N1. (Cont'd)

station platform. This signal shall not supersede other whistle alarm signals now in effect.

19-N2. ENGINE WHISTLE OR HORN: SECAUCUS STATION

Except when approaching Roadway Workers or in an emergency, trains must **not** sound their engine whistle or horn while within the confines of Secaucus Station overbuild. This restriction is intended to prevent hearing loss injuries to passengers as well as employees working in the station.

20-N1. ENGINE BELL: SECAUCUS STATION

Trains equipped with an engine bell must sound it continuously while moving within the confines of Secaucus Station overbuild.

34-N1. STATION STOPS: SECAUCUS STATION

Unless otherwise instructed by the Dispatcher, trains making station stops at Secaucus Station must operate according to the following instructions, whenever possible:

(1) Eastward trains should stop west of Erie Interlocking, and must not enter Erie Interlocking until a signal to proceed is received from a member of the train crew.

(2) Westward trains should stop east of Lack Interlocking, and must not enter Lack Interlocking until a signal to proceed is received from a member of the train crew.

These instructions will enable the Dispatcher to adjust the operating flow as needed. If a train encounters any problem that prevents it from proceeding, the dispatcher must be notified immediately.

37-N2. SPEEDOMETER CHECKING: MEASURED MILES

The distance between the sets of Mile Posts listed below is a measured mile. White marker posts are installed on both sides of the tracks at locations marked with an asterisk(*).

White marker posts bearing the letters MM (measured mile) are in service for westward movements on:

- Nos. 2 & 3 tracks between MP 1.7 and MP 2.7.

*MP 4- *MP 5	MP 52-MP 53	MP 68-MP 69
MP 15-MP 16	*MP 53- *MP 54	*MP 73- *MP 74
*MP 30- *MP 31	MP 61-MP 62	*MP 74- *MP 75
MP 44-MP 45	*MP 63- *MP 64	MP 79-MP 80
*MP 45- *MP 46	MP 66-MP 67	MP 81-MP 82

37-N3. MAXIMUM SPEEDS, RUNNING TRACKS

Track	Between	And	Restricted Speed not exceeding
Nos. 5, 6, 11	Hudson	Rea	5 MPH
No. 10	Hudson	Rea	10 MPH
Millstone	County	Jersey Ave Road crossing	10 MPH
No. 5	County	End of Track	5 MPH
No. 5	Eastward limit Ham Int	MP 55	5 MPH

37-N4. MAXIMUM SPEEDS, OTHER TRACKS

Location	Track(s)	Restricted Speed not exceeding
East of Ham	No. 5 between MP 55 & east end of track	5 MPH
Holmes	No. 5	5 MPH
All Yard Tracks, Industrial Tracks and Public Delivery Tracks connected with Amtrak Main or Running Tracks		10 MPH

37-N5. MAXIMUM SPEEDS, TURNOUTS & CROSS-OVERS

Interlocked Switches:	
Hudson-Turnouts between Nos. 5 & 6 trks.	10 MPH
Lane-To or from Lane Running Trk	10 MPH
Midway-Switch to Yard	10 MPH

37-N6. WRECK AND WIRE TRAINS

Between:	Wire Train	Boom Trailing	Boom Forward
		Miles Per Hour	
		Wreck	Wreck
A & Mantua	50	40	30

Note: Where speed of freight trains is slower than the speeds shown in this instruction, the freight train speed must not be exceeded.

40-N1. ENGINE AND EQUIPMENT RESTRICTIONS

The numbers shown in the columns to the right of each listed location specify the maximum dimension engines and equipment that may be operated. Engine and equipment dimension specifications are assigned in S.I. 37-S5 (page 291) for equipment authorized to operate on the NEC.

Notes shown in parentheses in the location column are defined at the end of the table.

Location	Tracks						
	B	4	3	2	1	A	Other
A To Bergen (a)(b)	...	...	1	1	...	...	...
Bergen to Lane	...	4	4	4	4	4	
Newark: Station Tracks	...	...	...	...	...	...	4
Hunter to Lane: Track 5	...	...	...	...	...	...	4
Lane to Elmora	...	5	5	7	4	...	...
Elmora to Union	5	5	5	6	6	7	...
Union to Lincoln	...	6	6	7	7	...	...
Lincoln to Morris	...	5	6	6	5	...	...
Trenton Station Tracks	...	...	...	...	...	...	5
Morris & MP 76	...	6	6	6	6	...	...
Location	Tracks						
	5	4	3	2	1		Other
MP 76 & Holmes	...	6	6	6	6		...
Holmes & Shore	5	5	5	5	6		...
Shore & Lehigh	...	5	5	5	5		...
Lehigh & Mantua	5	3	5	5	5		...
Mantua & Zoo	...	4	5	5	4		...
Notes:							
(a) Capitoline Control Car 9637 is prohibited from operating between A and Hudson.							
(b) Engines of dimension #2 may operate when verbally authorized by the Dispatcher at PSCC.							

41-N1. NEWARK

The movement of any car containing car load shipment of gasoline or explosives is prohibited between Hunter and Harrison.

41-N2. CWR EQUIPMENT-BERGEN and A

Freight trains containing two or more Continuous Welded Rail (CWR) cars coupled to each other must operate No. 2 trk between Bergen and A; No. 11 trk through Penn Station or No. 3 trk between Bergen and A; No. 12 trk through Penn Station with no diverging movements at A. This restriction applies to CWR cars of Foreign Railroads and includes Amtrak equipment in car series 15250-15252, and 15260-15316.

43-N1. EASTWARD SEPTA TRAINS, MORRIS & FAIR

Approaching Morris: Crews of eastward SEPTA trains destined Trenton must notify the CETC 7 Dispatcher prior to passing Morris interlocking when consist of train exceeds 3 cars.

Fair: Eastward SEPTA trains routed to No. 5 track in Trenton Station must not operate east of Fair interlocking signal 5AW without verbal permission of the Dispatcher.

43-N2. WESTWARD NJT TRAINS DEPARTING HAMILTON STATION

Crews of westbound New Jersey Transit trains departing Hamilton must contact the CETC 7 Dispatcher when carrying disabled passengers exiting at Trenton, or when consist of train exceeds eight cars.

47-N1. TRACKS EQUIPPED FOR DC ELECTRICAL OPERATION

Nos. 2 & 3 tracks between A and the west portals of the North River Tunnels, equipped for DC electrical operation.

72-N1. TRAIN INSPECTION DETECTORS

Type of Detector	MP Location	Direction of Operation	Tracks(s)	Recorder Location	Notes
HBD	29.7	East & West	1 & 2	Dspr Office	...
			3 & 4	Dspr Office	...
HBD	51.9	East & West	1 & 2	Dspr Office	...
			3 & 4	Dspr Office	...
HBD	73.4	East & West	1,2,3 & 4	Dspr Ofc-NY & CETC 6	...

104-N1. SWITCHES EQUIPPED WITH ELECTRIC LOCKS

The following hand-operated switches are equipped with an electric lock; permission to occupy Main Track, Interlocking or Controlled Siding must be obtained from the Employee listed before lock is removed from keeper.

Location	Switch	Controlled By	Notes
3400 feet west of MP 26	No. 0 trk. to west leg of Wye	...	1
4100 feet west of MP 26	No. 0 trk. to Yard tracks 5 through 9	...	1
8150 feet west of MP 26	No. 0 trk. to Yard tracks 5 through 9	...	1
MP 46.6	No. 4 track to Nassau Running Trk (NJT)	...	1
MP 81.3	Frankford Jct Yard	...	1
MP 82	Single to CR Delair Br.	CETC 6	1
Note 1: To enter side track from Main Track, train must occupy track circuit which extends 50 feet from point of switch, before switch can be opened.			

104-N2. NORMAL POSITION OF SWITCHES AND CROSSOVERS AT SPECIFIED LOCATIONS:

Switch location	Connecting	With	Normal Position is for Movement	Note
Naught Running Trk between Ham & Fair	Naught Running Trk	West end of East Barracks Yard	Through on Naught Running Trk	...

114-N1. DIESEL RESCUE ENGINES IN NORTH RIVER TUNNELS

If a diesel engine is used in the North River tunnels to rescue a disabled train, it will not be necessary to shut the diesel engine down if standing for 5 or more minutes, provided the Dispatcher has informed the crew that the tunnel ventilation system is running. Before permitting the engine to enter the tunnel with this assurance, the Dispatcher must communicate

114-N1. (Cont'd)

with the Manager Train Operations to verify that the tunnel ventilation system has been activated and is functioning.

If catenary power is available on the disabled train and the train's ventilation system is functioning, the ventilation system fresh air intakes should be closed on each occupied car. If this is not possible on the car nearest the diesel rescue locomotive, passengers should be moved from that car when feasible.

116-N1. SHOVING OR BACKING MOVEMENTS

The following exception to SI 116-S1, Part C, applies on the NYP Line:

C. Location of Crew Member Directing Movement: When a model P32AC-DM locomotive (Series 700-717) is operated lite from other than the leading end, a crew member will not be required to be positioned on the leading end of the movement. A crew member must precede the movement.

132-N1. TRACKS AND SWITCHES OUT OF SERVICE

The tracks and switches listed below are out of service for train movements, except when such movements are personally supervised by an MW Foreman or MW Supervisor, or when movement consists entirely of track cars.

If a remotely controlled switch provides access to an affected track, the Operator or Dispatcher must apply blocking device protection to prevent the accidental routing of trains to that track. If a hand operated switch provides access to an affected track, the last Engineering Department employee to use the switch must spike the switch to prevent its accidental use.

Location	Track/Switch
Hudson to Rea	No. 10 & No. 11 Running tracks
Lincoln	Lehigh Valley Spur, No. 5 & No. 6 tracks
County	No. 5 Running Trk between east end of trk & barricade 100 ft east of Back Lead Sw.
Grundy	No. 5 trk between MP 64.8 & end of track
Zoo	No. 2 Berry Trk between Girard Int signal 2E (connection with NY&P Subway trk north of Zoo Int Station) & Zoo Int signal 104L (36 th St.)

161-N1. JERSEY CITY AND NEW YORK MILE POST DESIGNATIONS

Duplicate mile post numbers are used between MP 7.2 and MP 8.3. Any reference in Form D's, Bulletin Orders or TSRB's to mile post numbers between MP 7.2 and MP 8.3, inclusive, must be preceded by either "NY" for New York City mile posts or "JC" for Jersey City mile posts. Example: "Do not exceed 10 MPH between NY MP 7.3 and JC MP 8.3".

162-N1. FORM D's FOR NJT TRAINS

Form D's delivered at New York to NJT trains that turn at South Amboy, Matawan, Montclair State University, Summit, and County will also be in effect on the return trip.

NJT trains that are rerouted to a location other than their scheduled destination must not proceed to new destination until crew has contacted the dispatcher regarding Form D's, TSRB additions and other instructions that may be in effect for the additional territory.

241-N1. STOP SIGNALS

In the application of **Rule 241**, when **Stop Signal** is displayed on a signal at the following locations, the authority to pass it must be obtained through the Operator or Dispatcher listed below:

Location	Track	Governing Movements	Authority obtained from
MP 54.8	Naught Running	East & West	CETC-7 TD

242-N1. SHORE – IMPERFECTLY DISPLAYED SIGNALS

The most restrictive indication that can be given by the dwarf signal governing westward movements on No. 5 track located 48 feet west of the crossover connecting No. 4 and No. 5 tracks, is Restricting.

242-N2. COUNTY – IMPERFECTLY DISPLAYED SIGNALS

The most restrictive indication that can be given by the dwarf signal governing westward movements on the Millstone Running Track (when operating from No. 4 track) is Restricting.

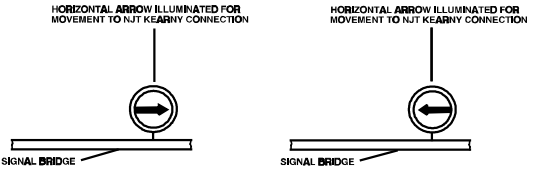
277-N1. FAIR

High color position light interlocking signal governing eastward movements on No. 4 track located adjacent to the east end of the westbound passenger platform and located to the left of No. 4 track.

277-N2. CROY

Home signal governing westward movement on No. 1 track located to the left of No. 1 track.

277-N3. NON-CONFORMING ASPECT: PORTAL TO SWIFT



White directional indicator arrows in service for westward movements on No. 2 and No. 3 tracks at MP 6.3 and home signals at Swift. When route at Swift is lined for diverging movement to NJT Kearny Connection from No. 2 track to No. 6 track or from No. 3 track to No. 5 track, directional indicator arrows will display at **both** Swift and MP 6.3.

When route at Swift is lined for diverging movement to NJT Kearny Connection from No. 2 track to No. 5 track or from No. 3 track to No. 6 track, directional indicator arrow will display at Swift, but will **not** display at MP 6.3.

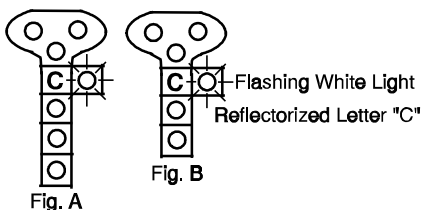
Trains receiving route indication not proper for train's destination must stop east of Swift Interlocking and contact the Section A Dispatcher for instructions.

277-N4. BERGEN TO "A": CAB SIGNAL CODE CHANGE POINT SIGNS

Black signs with white, reflectorized numbers and letters are installed in the North River Tunnels at cab signal code change points, which are locations where cab signals can change for following movements. These signs will show the track number, followed by the letter "W", followed by the mile post location, e.g., "3W15." The purpose of these signs is to assist employees in reporting the location of any cab signal problems that occur in the tunnels, and to serve as MP locations for use in Form D's and TSRB's.

277-N5. NON-CONFORMING ASPECT: CP-MID

Signal aspect not in conformity with typical aspects in service at CP-Mid, governing eastward movements on Nos. 2 and 3 tracks.



NAME: Clear to Next Interlocking

INDICATION: As shown in NORAC Rule 280a

277-N6. NON-CONFORMING ASPECT: HUNTER

A white directional indicator arrow is in service on Hunter's westward home signals on Nos. 3 & 4 tracks. The directional indicator arrow is displayed when a signal is cleared for a route from No. 3 or No. 4 track to Lehigh Line Connection No. 6 or No. 7 tracks. Trains receiving route indication not proper for train's destination must stop east of Hunter Interlocking and contact Train Director at Dock for instructions.

298-N1. DISTANT SIGNAL MARKERS

The indication of Rule 298, "Distant Signal Marker," is changed as follows:

"When used in or approaching ABS territory without fixed signals (Rule 562 territory), this sign is a visual reminder to trains with inoperative cab signals or speed control that the requirements of Rule 562(c) or (d) apply at the next interlocking or controlled point signal.

When used in ABS territory without cab signals, this sign is a visual reminder to push-pull trains that Rule 504(b) applies in the block governed by the signal it is attached to."

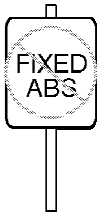
Distant Signal Markers (Rule 298) are attached to the eastbound home signal at Rea on No. 1 track, the signal bridge east of Harrison Station (automatic signal bridge 80) on No. 2 and No. 3 tracks, and 4450 feet west of CP-Mid.

562-N1. PENN STATION: WESTBOUND TRAINS WITH INOPERATIVE CAB SIGNALS

Westbound trains in Penn Station, NY, that have experienced an en route cab signal failure and are destined to operate in the Rule 562 territory between “A” and Bergen, must not depart Penn Station without verbal permission of the Dispatcher to operate at Restricted Speed between “A” and Bergen, or Form D line 13 authorizing Rule 563.

562-N2. “NO FIXED ABS” SIGNS AT ENTRANCE TO RULE 562 TERRITORY

A white sign with a *RED CIRCLE AND A RED DIAGONAL LINE* across black letters “FIXED ABS” is attached to the eastbound home signals at Rea on No. 2 and No. 3 tracks, the eastbound home signal to Hudson on No. 1 track, and the westbound interlocking signals leaving “A” Interlocking (10th Avenue signal bridge), to remind employees that they are entering Rule 562 territory, where cab signals are used **WITHOUT** fixed automatic block signals.



562-N3. BRAKING IN RULE 562 TERRITORY

Trains operating in territory where Rule 562 is in effect **must make a full service application** when reducing speed to comply with a change in cab signal indication. The locomotive quick release feature **must not be used**. **EXCEPTION:** Mixed consist trains may use the quick release feature when making an initial reduction **only**. When it is ascertained that the required speed will be effected, a lesser degree of braking may be used.

580-N1. COUNTY TO HAM: ACSES RULES IN EFFECT FOR ALL AMTRAK TRAINS

ACSES Rules 580–591 and all ACSES related Special Instructions (see pages 348–357) are in effect on Tracks 2 and 3 between the western limits of County Interlocking and the eastern limits of Ham Interlocking for all Amtrak trains.

1. The controlling engine of all Amtrak trains operating in this territory must be equipped with on board ACSES apparatus that is cut in and operative, except when failure occurs en route, or when hauled by an engine exempted in Special Instruction 580-S2 (page 355).
2. Trains operated by railroads other than Amtrak are not required to be equipped with ACSES apparatus while operating in this territory.
3. Trains must not exceed 125 MPH in territory where the wayside portion of ACSES has been temporarily removed from service.

583-N1. ACSES POSITIVE STOP: RADIO RELEASE

ACSES Positive Train Stop (PTS) radio release is in service for all interlocking home signals located within or adjacent to ACSES equipped territory.

606-N1. RUSTY RAILS, STATE OF NEW JERSEY

Sections of track within interlockings with track circuits which may not shunt due to rusted rail are indicated by yellow reflectorized markers displaying a black letter "R". These markers are located at the side of the track adjacent to the switch or the signal governing the route which may not shunt.

A member of the crew which has switching to perform within an interlocking must, before entering the interlocking, communicate with the Operator and inform him of the movements to be made and request information as to the existence of rusted rail or other abnormal conditions affecting such movements. The Operator must furnish to the crew member information as to such locations which may not shunt and require that a member of the crew report to him when the movement is completed. A movement is completed when it is beyond the opposing home signal.

When a train other than a through movement is routed to clear a main track over a power-operated switch within an interlocking, and such movement is to be made over a rusted rail or other abnormal rail condition which is indicated by a reflectorized marker, a member of the crew must report the train movement completed to the Operator. If such condition is not indicated by a reflectorized marker, the Operator must, before permitting such movement to be made, inform a member of the train crew of such condition and require that a report be made to him when the movement is completed.

Train crews on through movements on main tracks within an interlocking are not required to report the movement completed unless such a report is requested by the Operator.

These instructions do not apply to train or engine crews of trains making normal station stops within interlockings or to work trains or other equipment engaged in maintenance work on track which they have been given the exclusive right to use.

Instruction 11, AMT-4, "Special Instructions Governing Operation of Signals and Interlockings," is amended: (a) to require the installation of reflectorized markers indicating sections of track within interlockings with track circuits which may not shunt due to rusted rail; and (b) to eliminate reliance by the Operator on his visual observation to determine that the movement is completed.

701-N1. NORTH RIVER TUNNELS

Transmission of radio messages from locomotive or portable units while located between east and west portals of North River Tunnels will be received by the Dispatcher, PSCC. The tunnel radio "repeater system" will relay unit to unit transmissions as described below, but will not relay transmissions to stations other than PSCC.

A repeater system for the purpose of relaying portable to portable radio communications is installed and in service within the North River, East River and Empire Tunnels. Only portable radios equipped with the "NYP Road Rptr" channel may transmit through the repeater, although all other radios, including engine radios, may receive messages from the repeater.

The repeater functions by receiving signals transmitted on the special frequency (NYP Road Rptr) by low-powered portable radios through the tunnel radio system. It then re-transmits the messages on Road Channel 60 at high power through the tunnel radio system.

Note: The "NYP Road Rptr" setting *transmits* on the special repeater frequency (173.375), and *receives* on Road Channel 60. When necessary for PSCC or trains and engines to communicate with a portable radio, no adjustment is necessary, and Road Channel 60/60 may be used.

707-N1. EMERGENCY RADIO TRANSMISSIONS IN THE VICINITY OF MP 76 (NORTHEAST/MID-ATLANTIC DIVISION POST)

Road radio channel 60-60 is in service east of MP 76 (Northeast/Mid-Atlantic Division Post), and road radio channel 54-54 is in service west of MP 76. In the application of Rules 131, 132 & 136, whenever an emergency radio transmission must be initiated by an employee who is located within two miles of MP 76, the employee must first transmit on the radio channel in service on the territory where they are located. As soon as practical after the initial transmission, the employee must change to the other road radio channel and transmit a duplicate emergency message.

This instruction applies, for example, to an employee on a moving train that experiences an emergency application of the brakes when within two miles of MP 76 (Rule 136). It also applies to a track foreman or track inspector who observes or discovers an unsafe condition within two miles of MP 76, that would interfere with the safe passage of trains (Rules 131, 132).

900-N1. DISPATCHERS: ASSIGNED TERRITORIES NORTHEAST DIVISION:

PSCC: A (inclusive) to Bergen (inclusive).

Section A Dspr: Bergen (exclusive) to Hudson (exclusive).

Section B Dspr: Hudson (inclusive) to Union (inclusive).

CETC-8 TD: Union (exclusive) to Ham (exclusive).

CETC-7 TD: Ham (inclusive) to Holmes (exclusive).

MID-ATLANTIC DIVISION:

CETC-6 TD: Holmes (inclusive) to Girard (inclusive).

950-N1. STATE OF NEW JERSEY

An Engineer who has not made a trip in Road Service, as such, within a period of **12** months over the portion of railroad on which he is expected to operate within the State of New Jersey must not be used on such portion of the road until he has been re-examined and qualified by the proper officer.

If absent from all railroad duty for **30** days or more Engineers, Conductors and Assistant Conductors reporting to operate a train in road service in or through the State of New Jersey must notify the Dispatcher's Office or Operating Practices Department of such absence. The Dispatcher or Operating Practices Department supervisor will examine the employee so reporting to ascertain the employee's knowledge and understanding of any General Orders, Bulletin Orders or changes in the Operating Rules which may have been issued during his absence. The result of this examination will be shown on the prescribed form which will also show the signature of both the employee and the supervisor, and will be forwarded to the General Superintendent.

MAIN LINE-PHILADELPHIA TO WASHINGTON (PW)

STATIONS	MP	INT	PS	NOTES
(ML-Philadelphia to Harrisburg) ZOO (36th St. Connection) (Main Line-SEPTA)	0.0	...	...	1
PENN R-CETC 5 TD (36th St. Connection, Penn Coach Yard, Race St. Eng. House, No. 5 & No. 11 Running Trks)	1.5	X	...	2, 3, 16
30th St-PHILADELPHIA (Lower Level)	1.5	...	X	...
ARSENAL (SEPTA) R-Broad(SEPTA)	2.7	X	...	4
PHIL R-CETC-4 TD	3.6	X	...	...
DARBY	6.1	...	X	...
CURTIS PARK	6.8	...	X	...
SHARON HILL	7.2	...	X	...
FOLCROFT	7.7	...	X	...
GLENOLDEN	8.3	...	X	...
NORWOOD	9.0	...	X	...
MOORE	9.5	...	X	...
RIDLEY PARK	10.4	...	X	...
CRUM LYNNE	11.2	...	X	...
BALDWIN R-CETC 4 TD	11.7	X	...	...
EDDYSTONE	12.3	...	X	...
CHESTER	13.4	...	X	...
LAMOKIN ST	14.4	...	X	...
HIGHLAND AVE	15.5	...	X	...
HOOK R-CETC-4 TD	16.8	X	...	...
MARCUS HOOK	17.1	...	X	...
STATE LINE (Pennsylvania-Delaware)	18.2	...	...	...
CLAYMONT	19.6	...	X	...
HOLLY R-CETC-4 TD	20.3	X	...	...
BELL R-CETC-4 TD (Northbound Yard Lead Trk., NS)	22.5	X	...	5
LANDLITH R-CETC-4 TD (No. 0 & South Wye Running)	25.4	X	...	6, 7
WINE R-CETC-4 TD	26.6	X	...	...
WILMINGTON	26.8	...	X	...
BRANDY R-CETC-4 TD	26.9	X	...	8
YARD R-CETC-4 TD	28.2	X	...	8
RAGAN R-CETC-3 TD (Newcastle Sec. Trk., NS)	29.7	X	...	...
CHURCHMAN'S CROSSING	34.3	...	X	...
RUTHBY R-CETC-3 TD	36.5	X	...	9
DAVIS R-CETC-3 TD (Delmarva Sec. Trk., NS)	38.4	X	...	...
NEWARK	38.9	...	X	...
STATE LINE (Delaware-Maryland)	41.4	...	...	...
IRON R-CETC-3 TD	41.5	X	...	9
ELKTON	44.9	...	...	...
BACON R-CETC-3 TD	51.0	X	...	...
PRINCE R-CETC-3 TD	57.3	X	...	...
PERRYVILLE	59.4	...	X	...

MAIN LINE-PHILADELPHIA TO WASHINGTON (PW)

STATIONS		MP	INT	PS	NOTES
PERRY	R-CETC-3 TD (Port Road Branch, NS)	59.5	X	...	...
SUSQUEHANNA RIVER MOVABLE BRIDGE		60.2	...	...	...
GRACE	R-CETC-3 TD	61.5	X	...	10
OAK	R-CETC-3 TD	62.9	X	...	...
ABERDEEN		65.5	...	X	...
BUSH	R-CETC-3 TD (Movable Bridge)	71.6	X	...	11
EDGEWOOD		75.1	...	X	...
WOOD	R-CETC-3 TD (Edgewood & Magnolia Sidings)	75.3	X	...	12
MAGNOLIA	R-CETC-3 TD (Edgewood & Magnolia Sidings)	76.9	X	...	12
GUNPOW	R-CETC-2 TD	79.3	X	...	...
MARTIN		84.0	...	X	...
RIVER	R-CETC-2 TD	89.3	X	...	...
POINT	R-CETC-2 TD	90.1	X	...	13
BAY	R-CETC-2 TD	91.9	X	...	9
BIDDLE	R-CETC-2 TD	94.3	X	...	...
PAUL	R-CETC-2 TD	95.2	X	...	...
BALTIMORE		95.7	...	X	...
CHARLES	R-CETC-2 TD	95.9	X	...	...
JOHN ST.	(Opening-B&P Tunnel)	96.2	...	...	...
PENNSYLVANIA AVE.	(Opening-B&P Tunnel)	97.0	...	...	...
GILMORE ST.	(South Portal-B&P Tunnel)	97.5	...	...	...
FULTON	R-CETC-1 TD	97.7	X	...	...
BRIDGE	R-CETC-1 TD	98.2	X	...	...
WEST BALTIMORE		98.5	...	X	15
FREDERICK ROAD		99.9	...	...	...
HALETHORPE		103.0	...	X	15
WINANS	R-CETC-1 TD	103.4	X	...	9
B.W.I.		106.3	...	X	...
GROVE	R-CETC-1 TD	112.4	X	...	...
ODENTON		113.6	...	X	...
BOWIE STATE		119.4	...	X	...
BOWIE	R-CETC-1 TD (Pope's Creek Sec. Trk., CSX)	120.5	X	...	...
SEABROOK		124.7	...	X	...
CARROLL	R-CETC-1 TD	127.0	X	...	...
NEW CARROLLTON		127.0	...	X	...
LANDOVER	R-CETC-1 TD (Landover Line, CSX)	128.8	X	...	...
STATE LINE	(Maryland-D.C.)	131.6	...	...	...
CP AVENUE	R-CETC-1 TD (Washington Terminal)	134.6	...	...	14

MAIN LINE-PHILADELPHIA TO WASHINGTON (PW)

The direction from Zoo to CP Avenue is Southward.

Note 1: In service as an Int Station for PH Line & 36 Street Connection only, with Amtrak Road Radio Channel 54-54 and Conrail Road Radio Channel 46-46.

Note 2: No. 5 Running Track controlled by CETC 5 TD.

Note 3: No. 11 Running Track within Penn Interlocking controlled by CETC 5 TD.

Note 4: Int Rules do not apply on Amtrak Tracks No. 2 & 3.

Note 5: Int Rules apply on Tracks No. 1F & 2F.

Note 6: No. 0 Running Track between Landlith & MP 24 (Edge Moor) controlled by CETC-4 TD. Trains clearing at north leg of the wye must obtain permission to use the north leg of the wye from the Back Shop Foreman.

Note 7: South Wye Running Track between Landlith & North Switch, Wreck Train Track controlled by CETC-4 TD.

Note 8: Int Rules apply on Tracks No. 1 & 2 only.

Note 9: Int Rules apply on Tracks A & No. 1 only.

Note 10: No. 4 track begins at north end of No. 33 sw (southward facing point switch south of southward Home Signal)

Note 11: No. 4 track ends at the southern limits of Bush Int. No. 3 trk ends at the south end of No. 23 turnout switch.

Note 12: Edgewood CS located on the west side of No. 3 track. Magnolia CS located on the east side of No. 2 track.

Note 13: Int Rules apply on Tracks No. 1, 2 & 3 only.

Note 14: Northward controlled signals.

Note 15: Rule 121(c) applies on Track A.

Note 16: Trks Spur, Pit, 1-4 Race & Race St. Eng. House Territory controlled by the Engine House Foreman. Authority must be obtained from Engine House Foreman to occupy these tracks. Trks 28-36 Penn Coach Yard designated Car Shop Repair tracks. All other Penn Coach Yard trks are designated yard tracks. Any unusual conditions, such as dewirement, derailment, track conditions etc. must be reported to Engine House Foreman (AAR 54-54) or ATS 728-2181/82, Bell 215-349-2181/82.

240-P1. SIGNAL RULES and CURRENT OF TRAFFIC.

261: On trks where Rule 261 is in effect, ABS Rules & CSS Rules 550-561 are in effect for movements in both directions.

Int: indicates interlocking rules in effect.

ACSES Rules: On tracks where the letter "A" follows the rule number, ACSES Rules 580-591 are in effect for movements in both directions.

Locations	Tracks from West to East					Notes
	4	3	2	1	Other	
Girard & Penn	Int	...	...	Int	...	2
Penn Int:	...	...	...	...	...	1
N3 Route	...	...	...	...	...	3
Within 30th St Station: Station trks 3, 4, 5 & 6	...	...	...	...	...	4
30th St Station & South End Penn	...	...	...	...	...	5, 6
Penn & Phil	...	261	261	...	...	...
CP Arsenal & Phil	261	...	...	...	...	10
No. 5 Track	...	...	...	...	261	...
Phil & Holly	261	261	261	261	...	...
Holly & Wine	...	261	261	...	...	...
Holly & Bell: No. 1F & No. 2F trks	...	...	...	...	261	13

240-P1. (Cont'd)						
Locations	Tracks from West to East					Notes
	4	3	2	1	Other	
Bell & Landlith	...	...	...	261	...	...
Wine & Ragan	...	261	...	...	...	11
Wine & Brandy	...	...	Int	Int	...	9,11
Brandy & Yard	...	...	261	261	...	...
Yard & Ragan	...	...	261	...	...	...
Ragan & Bacon	...	261-A	261-A	261-A	...	12,16
Ruthby & Iron: Track A	...	...	...	...	261	...
Bacon & Prince	...	261-A	261-A	...	...	16
Prince & Perry	261	261	261	261	...	...
Perry & Grace	...	261	261	...	...	...
Grace & Bush	261	261	261	...	...	...
Bush & Wood	...	261	261	...	...	...
Wood & Magnolia	...	261	261	...	...	...
Edgewood Siding . .	...	...	...	...	261	7
Magnolia Siding . . .	...	...	...	...	261	8
Magnolia & Gunpow	...	261	261	...	...	...
Gunpow & Biddle	...	261	261	261	...	...
Track A	...	...	...	...	261	...
Biddle & Paul	...	Int	Int	Int	...	9
Paul & Charles	Int	Int	...	Int	...	9
Track No. 5	...	...	...	...	Int	15
Tracks No. 6, 7 & F	...	...	...	...	Int	9
Charles & Fulton	...	261	261	...	...	...
Fulton & Bridge	...	261	261	...	...	...
Bridge & Winans	...	261	261	261	...	...
Track A	...	...	...	...	261	...
Winans & Landover	...	261	261	261	...	14
Landover & CP Avenue	...	261	261	...	...	...
Note 1: Within 30th St Station, Tracks No. 1 through 10 are designated Main Tracks. Note 2: CSS Rules in effect on Nos. 1 & 4 tracks ("River Line") in both directions. Note 3: CSS Rules in effect on N3 route for movements in both directions. Note 4: CSS Rules in effect on No. 3 & 4 Station Tracks for Northward movements. CSS Rules in effect on No. 5 & 6 Station Tracks for Southward movements. Note 5: CSS Rules in effect for movements in both directions on No. 4 track. Note 6: CSS Rules in effect for northward movements on No. 1 track. Note 7: Magnolia Siding located to the East of No. 2 track. Note 8: Edgewood Siding located to the West of No. 3 track. Note 9: CSS Rules in effect for movements in both directions. Note 10: Within Phil Int tracks are designated as follows: No. 1 Arsenal Connection, No. 1, No. 2, No. 3, No. 4 & No. 5. Note 11: Within Wilmington Station, Tracks are designated as follows: No. 1, No. 2, & No. 3 Tracks. Note 12: Within Ragan Int, No. 1 Track extends to the Northward limits.						
(Notes continued on next page)						

240-P1. (Cont'd)
Note 13: Within Bell Int, No. 2F Trk extends to the South limits.
Note 14: Within Landover Int, No. 1 Track extends to the South limits.
Note 15: CSS Rules not in effect.
Note 16: ACSES rules in effect on Nos. 2 & 3 trks between south limits Ragan Int & north limits Prince Int. ACSES rules in effect on No. 1 trk between MP 46.6 & Bacon for southward movements only.

**37-P1. PASSENGER TRAINS and FREIGHT TRAINS
MAXIMUM SPEEDS and SPEED RESTRICTIONS,
UNLESS OTHERWISE RESTRICTED**

Locations and speeds shown in normal type are maximum authorized speeds. Locations and speeds shown in **bold type** are speed restrictions. *Maximum equipment speeds listed in SI 37-S5 (pgs 291-303) must not be exceeded.*

Where speeds change at an interlocking and the specific point where the speed change occurs is not specified, the lower speed will apply through the entire interlocking.

PASSENGER TRAIN TYPE "A" & "B" SPEEDS								
Train Type A refers to High Speed Trainsets (HST) with tilt system active .								
Train Type B refers to (1) HST's with tilt system disabled ; and (2) trains consisting exclusively of HHP-8, AEM-7, P40BH, P42BH, or P32-BWH engines, and Amfleet, Horizon, Capitoline Control Cars, MARC III control/coach cars, or US DOT test car DOTX 216.								
Between/At	Train Type "A"				Train Type "B"			
	Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1
Zoo Int Station & Penn Int Signal located 1035 feet South of Spring Garden St OH Br.	60	...	...	60	60	...	...	60
Cvs between Zoo Int. Sta. & 34th St OH Br	30	...	...	30	30	...	...	30
Cvs 34th St OH Br & Penn Int Signal located 1035 feet south of Spring Garden St OH Br	50	...	...	50	40	...	...	40
Penn Int Signal located 1035 feet south of Spring Garden St OH Br & Penn Int signal located 100 feet south of Walnut St. OH Br: All tracks 30 MPH Except: No. 3 Station Track, 30 th St. Station, between south end of station platform & southern limits station overbuild 25 MPH								
Penn Int signal located 100 feet south of Walnut St OH Br & South limits Penn Int	45	...	...	45	30	...	...	30
South limits Penn Int & Sig. Br 20-21	...	60	60	...	...	60	60	...

37-P1. (Cont'd)								
PASSENGER TRAIN TYPE "A" & "B" SPEEDS								
Between/At	Train Type "A"				Train Type "B"			
	Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1
Signal Br 20-21 & MP 3	...	80	80	...	...	70	70	...
Arsenal & MP 3	45	...	...	...	45	...	...	...
No. 5 Track 45 MPH								
MP 3 & Phil	60	110	110	...	60	110	110	...
No. 5 Track 60 MPH								
Phil & Baldwin	90	110	110	90	90	110	110	90
Cvs MP 5 & Sharon Hill	70	105	105	70	70	90	90	70
Baldwin & Hook	90	110	110	90	90	110	110	90
Hook Int	...	100	100	...	...	100	100	...
Hook & Holly	110	125	125	105	110	110	110	105
UG Br MP 18.51	...	...	...	90	...	...	...	90
Holly Int	45	...	...	45	45	...	...	45
Holly & Bell	...	125	125	...	...	110	110	...
Nos. 1F & 2F trks 60 MPH								
Reverse Cvs under Jumpover north of Bell:								
Nos. 1F & 2F Trks 30 MPH								
Bell Int:								
Nos. 1F & 2F Trks 15 MPH								
Bell & Landlith	...	125	125	60	...	110	110	60
First Cv south of Bell	...	110	110	...	...	95	95	...
Landlith & Wine	...	80	80	...	...	80	80	...
Landlith Int: Diverging to or from No. 0 trk 5 MPH								
Cv north of Wilmington	...	50	50	...	...	45	40	...
Wine & Brandy	...	...	35	30	...	...	30	30
Wine & MP 27.1	...	35	...	...	...	30	...	...
Brandy & Yard	...	...	90	80	...	...	90	80
MP 27.1 & MP 28.3	...	90	...	...	...	90	...	...
Cv MP 27	...	50	40	50	...	45	40	40
Yard & Ragan	...	125	125	...	...	120	120	...
Ragan & Bacon	...	135	135	110	...	135	135	110
Cvs MP 30 & MP 31	...	130	130	...	...	110	110	...
Cv north of MP 33	...	130	130	...	...	110	110	...
Cvs MP 33 & MP 35	...	130	130	...	...	130	130	...
Ruthby & Davis: Track A 80 MPH								
Davis Int.: Track A 30 MPH								
Davis & Iron: Track A 35 MPH								
Cv south of Davis	...	130	130	...	...	130	130	...
Cv at Iron	...	130	130	...	...	130	130	...
Cv north of Elkton	...	130	130	...	...	130	130	...
Cv south of Elkton	...	130	130	...	...	130	130	...

37-P1. (Cont'd)								
PASSENGER TRAIN TYPE "A" & "B" SPEEDS								
Between/At	Train Type "A"				Train Type "B"			
	Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1
Cv MP 47	...	130	130	...	...	115	115	...
Cv MP 49	...	130	130	...	...	110	110	...
Cv MP 50	...	110	110	90	...	90	90	90
Bacon Int.	...	130	125	...	...	130	125	...
Bacon & Prince	...	130	130	...	...	130	130	...
Cvs MP 53 & 1000 ft. south of MP 54	...	125	125	...	...	105	110	...
Cv MP 57	...	115	115	...	...	95	95	...
Prince & north limits Perry Int	60	115	115	60	60	110	110	60
Perry Int	60	110	110	60	60	110	110	60
Perry: North & south legs of wye 15 MPH								
South limits Perry Int & south end of Susquehanna River Br	...	90	90	...	...	90	90	...
South end of Susque- hanna River Br & north limits Grace Int	...	125	125	...	...	125	125	...
First Cv north of Grace	...	115	...	...	...	95	95	...
Grace Int	125	125	125	...	125	125	125	...
South limits Grace Int & north limits Bush	125	80	125	...	125	80	125	...
First Cv north of Aberdeen	...	...	...	...	110	...	110	...
Cv north of Bush	...	...	...	...	120	...	...	...
Bush Int.	125	125	125	...	125	125	125	...
Bush & Gunpow	...	125	125	...	...	125	125	...
First Cv north of Gunpow	...	120	120	...	...	100	100	...
Wood & Magnolia: Magnolia Siding 30 MPH Edgewood Siding 30 MPH								
Gunpow & Sig. Br. 877-876	...	125	125	110	...	125	125	110
Gunpow & River: Track A 60 MPH								
Cvs MP 85 & Sig. Br. 877-876	...	...	...	...	...	110	110	...
Sig. Br. 877-876 & River	...	125	125	110	...	110	110	110
River & Point	...	110	110	110	...	110	110	110
River & Bay: Track A 15 MPH								
Point & Bay	...	110	110	100	...	100	105	100
Bay & north portals Union Tunnels	...	60	60	60	...	60	60	60

37-P1. (Cont'd)								
PASSENGER TRAIN TYPE "A" & "B" SPEEDS								
Between/At	Train Type "A"				Train Type "B"			
	Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1
Reverse Cvs at Bay	...	...	...	50	...	...	...	50
Bay & Biddle: Track A 35 MPH								
Cv MP 94	...	50	50	45	...	50	50	45
First Cv north of Union Tunnels	...	45	45	45	...	45	45	45
Through Union Tunnels	...	45	45	45	...	45	45	45
South portals Union Tunnels & South limits Paul Int: All Routes to/from: Nos. 6, 7 & F trks 30 MPH Nos. 1, 3 & 4 trks 15 MPH								
South limits Paul Int & Charles: Nos. 3, 4, 6, 7 & F trks 30 MPH Nos. 1 & 5 trks 15 MPH								
South limits Charles Int & Fulton	...	30	30	...	...	30	30	...
Fulton & Bridge	...	80	80	...	...	80	80	...
Cv at Fulton	...	45	45	...	...	40	40	...
Bridge & MP 100	...	110	110	75	...	110	110	75
Track A 60 MPH								
First Cv south of Bridge	...	55	55	50	...	50	50	50
Track A 30 MPH								
First Cv north of Frederick Road	...	90	90	70	...	80	80	70
Track A 55 MPH								
First Cv south of Frederick Road	...	105	105	...	...	100	100	...
MP 100 & Winans	...	125	125	110	...	110	110	110
Track A 60 MPH								
First Cv South of MP 101	...	120	120	105	...	105	105	105
Winans & MP 107	...	120	125	110	...	110	110	110
Cv at Winans	...	...	...	...	...	100	100	100
First Cv South of MP 106	...	110	110	90	...	90	90	90
MP 107 & MP 125	...	125	125	110	...	125	125	110
Cvs MP 110 & Grove	...	...	...	...	...	120	120	...
Cvs MP 113 & MP 118	...	...	...	...	...	120	120	...
Cvs MP 113 & MP 114.3	...	...	...	95	...	...	...	95
Cvs MP 115 & MP 116.5	...	...	...	105	...	...	...	105
Cv at MP 117	...	...	...	95	...	...	...	95

37-P1. (Cont'd)								
PASSENGER TRAIN TYPE "A" & "B" SPEEDS								
Between/At	Train Type "A"				Train Type "B"			
	Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1
First Cv South of MP 118	...	...	...	...	...	120	120	...
Cvs MP 119 & MP 120.3	...	...	...	105	...	...	...	105
First Cv South of MP 120	...	...	...	105	...	115	115	105
MP 125 & Carroll	...	125	125	110	...	110	110	110
First Cv South of MP 125	...	...	...	105	...	...	...	105
Cv at MP 126	...	...	...	105	...	...	...	105
Carroll & Landover	...	125	125	50	...	110	110	50
Cv at Landover	...	100	100	...	...	100	100	...
Landover Int	...	110	110	...	...	110	110	...
Landover & MP 133	...	125	125	...	...	125	125	...
MP 133 & CP Avenue	...	95	95	...	...	95	95	...

PASSENGER TRAIN TYPE "C" & "D" SPEEDS								
Train Type C refers to passenger trains that do not meet the criteria for train types A, B, or D.								
Train Type D refers to passenger trains with mail, baggage or express cars in consist, that meet the Train Type D criteria defined in SI 37-S8, page 304.								
NOTE 1: Train Type "D" trains must not exceed 60 MPH when operating with inoperative cab signals.								
Between/At	Train Type "C"				Train Type "D"			
	Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1
Zoo Int Station & Penn Int Signal located 1035 feet South of Spring Garden St OH Br.	60	...	...	60	45	...	...	45
Cvs between Zoo Int. Sta. & 34th St OH Br	30	...	...	30	30	...	...	30
Cvs 34th St OH Br & Penn Int Signal located 1035 feet south of Spring Garden St OH Br	40	...	...	40	40	...	...	40
Penn Int Signal located 1035 feet south of Spring Garden St OH Br & south limits Penn Int: All tracks 30 MPH Except: No. 3 Station Track, 30 th St. Station, between south end of station platform & southern limits station overbuild 25 MPH								
Penn & Sig. Br 20-21	...	60	60	...	...	30	30	...

37-P1. (Cont'd)								
PASSENGER TRAIN TYPE "C" & "D" SPEEDS								
Between/At	Train Type "C"				Train Type "D"			
	Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1
Cv South St OH Br & Signal Br 20-21	...	50	50	...	...	...	...	...
Signal Br 20-21 & MP 3	...	70	70	...	...	60	60	...
Arsenal & MP 3	45	...	...	...	30	...	...	...
No. 5 Track	45 MPH				30 MPH			
MP 3 & Phil	60	100	100	...	45	60	60	...
No. 5 Track					60 MPH			
Phil & Baldwin	90	100	100	90	80	80	80	80
Cvs MP 5 & Sharon Hill	70	90	90	70	70	...	...	70
Baldwin & Hook	90	90	90	90	80	90	90	80
Hook & Holly	110	110	110	105	70	70	70	70
UG Br MP 18.51	...	...	...	90	...	...	...	...
Holly Int	45	...	...	45	45	...	...	45
Holly & Bell	...	110	110	...	...	90	90	...
Nos. 1F & 2F trks					60 MPH			
Reverse Cvs under Jumpover north of Bell:								
Nos. 1F & 2F Trks					30 MPH			
Bell Int:								
Nos. 1F & 2F Trks					15 MPH			
Bell & Landlith	...	105	105	60	...	80	80	60
First Cv south of Bell	...	90	90	...	...	...	...	...
Landlith & Wine	...	80	80	...	...	65	65	...
Landlith Int: Diverging to or from No. 0 trk								
5 MPH								
Cv north of Wilmington	...	40	40	...	...	40	40	...
Wine & Brandy	...	...	30	30	...	...	20	20
Wine & MP 27.1	...	30	...	...	...	20	...	...
Brandy & Yard	...	...	80	80	...	...	30	30
MP 27.1 & MP 28.3	...	80	...	...	...	30	...	...
Cv MP 27	...	40	40	40	...	...	...	...
Yard & Ragan	...	110	110	...	...	80	80	...
Ragan & Bacon	...	110	110	110	...	90	90	90
Ruthby & Davis: Track A	80 MPH				65 MPH			
Davis Int.: Track A								
30 MPH								
Davis & Iron: Track A								
35 MPH								
Cv MP 50	...	90	90	90	...	...	...	...
Bacon & Prince	...	110	110	...	...	80	80	...
Cvs MP 53 & 1000 ft. south of MP 54	...	105	...	...	...	...	...	...
Cv MP 57	...	95	95	...	...	...	...	...

37-P1. (Cont'd)								
PASSENGER TRAIN TYPE "C" & "D" SPEEDS								
Between/At	Train Type "C"				Train Type "D"			
	Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1
Prince & south limits Perry Int	60	110	110	60	50	90	80	60
Perry: North & south legs of wye 15 MPH								
South limits Perry Int & south end of Susquehanna River Br	...	90	90	...	...	90	90	...
South end of Susque- hanna River Br & north limits Grace Int	...	110	110	...	...	90	90	...
First Cv north of Grace	...	95	90	...	...	...	...	...
Grace Int	110	110	110	...	90	80	90	...
South limits Grace Int & north limits Bush	110	80	110	...	90	80	90	...
Bush Int.	110	110	110	...	90	90	90	...
Bush & Gunpow	...	110	110	...	...	90	90	...
First Cv north of Gunpow	...	100	100	...	...	...	...	...
Wood & Magnolia: Magnolia Siding 30 MPH Edgewood Siding 30 MPH								
Gunpow & MP 85	...	110	110	110	...	90	90	90
Gunpow & River: Track A 60 MPH								
MP 85 & Point	...	110	110	110	...	90	90	90
River & Bay: Track A 15 MPH								
Point & Bay	...	100	105	100	...	90	60	60
Point & MP 91 Southward only	...	90	...	90	...	...	...	...
Bay & north portals Union Tunnels	...	60	60	60	...	55	55	50
Reverse Cvs at Bay	...	50	...	50	...	50	...	...
Bay & Biddle: Track A 35 MPH								
Cv MP 94	...	45	45	45	...	45	45	45
First Cv north of Union Tunnels	...	45	45	45	...	45	45	45
Through Union Tunnels	...	45	45	45	...	30	30	30
South portals Union Tunnels & South limits Paul Int: All Routes to/from: Trks. 6, 7 & F Trks. 1, 3 & 4	30 MPH 15 MPH				15 MPH 15 MPH			
South limits Paul Int & Charles: Trks. 3, 4, 6, 7 & F . Trks. 1 & 5	30 MPH 15 MPH				15 MPH 15 MPH			

37-P1. (Cont'd)								
PASSENGER TRAIN TYPE "C" & "D" SPEEDS								
Between/At	Train Type "C"				Train Type "D"			
	Track Nos.				Track Nos.			
	4	3	2	1	4	3	2	1
South limits Charles Int & Fulton	...	30	30	...	...	20	20	...
Fulton & Bridge	...	75	75	...	...	35	35	...
Cv at Fulton	...	40	40	...	...	...	...	...
Bridge & MP 100	...	75	75	75	...	70	70	70
Track A						60 MPH		
First Cv south of Bridge	...	50	50	50	...	50	50	50
Track A						30 MPH		
First Cv north of Frederick Road	...	...	70	70	...	...	...	...
Track A						55 MPH		
MP 100 & MP 101	...	110	110	90	...	90	90	90
Track A						60 MPH		
First Cv south of Frederick Road	...	100	100	...	...	...	...	...
MP 101 & Winans	...	110	110	110	...	90	90	90
Track A						60 MPH		
First Cv South of MP 101	...	105	105	105	...	...	...	...
Winans & Carroll	...	110	110	110	...	90	90	90
Cv at Winans	...	100	100	100	...	...	...	...
First Cv South of MP 106	...	90	90	90	...	...	...	...
Cvs MP 113 & MP 114.3	...	...	...	85	...	...	...	85
Cvs MP 115 & MP 116.5	...	...	...	100	...	...	...	...
Cv at MP 117	...	...	...	90	...	...	...	...
Cvs MP 119 & MP 120.3	...	...	...	100	...	...	...	...
First Cv South of MP 125	...	...	...	100	...	...	...	...
Cv at MP 126	...	...	...	100	...	...	...	...
Carroll & Landover	...	110	110	50	...	90	80	50
Cv at Landover	...	100	100	...	...	...	...	...
Landover & MP 133	...	110	110	...	...	80	80	...
MP 133 & CP Avenue	...	85	85	...	...	70	70	...

37-P1. (Cont'd)				
FREIGHT TRAIN TYPE "E" SPEEDS				
NOTE: Where the symbol ▼ appears, freight trains equipped with LSL on leading engine must not exceed 10 MPH on all routes, Zoo Int Station to Signal Br 20-21.				
Between/At	Train Type "E"			
	Track Nos.			
	No. 4	No. 3	No. 2	No. 1
Zoo Int Station & Penn Int. Signal located 1035 feet South of Spring Garden St OH Br.: Northward	▼ 20	...	...	▼ 20
Southward	▼ 30	...	...	▼ 25
Penn Int. Signal located 1035 feet south of Spring Garden St OH Br & south limits Penn Int., All Routes: Southward ▼ 25 MPH Northward ▼ 20 MPH <i>Except Station Trks 2 & 3:</i> ▼ 15 MPH				
Penn & Signal Br 20-21: Northward	...	▼ 20	▼ 20	...
Southward	...	▼ 30	▼ 30	...
Signal Br 20-21 & Phil	...	50	50	...
Arsenal & Phil	25	...	...	...
No. 5 Track 25 MPH				
Phil & Baldwin	50	50	40	40
Cvs MP 5 & Sharon Hill	...	...	30	30
Signal 95 & Moore	40	...	...	...
Baldwin & Hook	45	45	45	45
Hook & Holly	50	50	35	35
Holly Int	40	...	...	...
Holly & Bell	...	50	50	...
No. 1F & No. 2F trks 30 MPH				
Bell Int: Nos. 1F & 2F trks 10 MPH				
Bell & Landlith	...	30	30	40
Landlith Int: Diverging to or from No. 0 track 5 MPH				
Landlith & Wine	...	25	25	...
Wine & Brandy	...	...	15	15
Wine & MP 27.1	...	15	...	...
Brandy & Yard	...	...	30	30
MP 27.1 & MP 28.3	...	30	...	...
Yard & Ragan	...	45	45	...
Ragan & Davis	...	50	50	50
Davis & Iron	...	30	30	30
Ruthby & Iron: Track A 30 MPH				
Iron & Bacon	...	40	40	40
Bacon & Prince	...	45	45	...
Prince & MP 58	40	50	50	40
MP 58 & south limits Perry Int	40	40	40	40
Perry: North & south legs of wye 10 MPH				

37-P1. (Cont'd)				
FREIGHT TRAIN TYPE "E" SPEEDS				
Between/At	Train Type "E"			
	Track Nos.			
	No. 4	No. 3	No. 2	No. 1
South limits Perry Int & south end of Susquehanna River Br .	...	30	30	...
South end of Susquehanna River Br & Grace	...	50	50	...
Grace & Oak	35	35	35	...
Oak & South Limits Bush	50	50	50	...
South Limits Bush & Gunpow	...	45	45	...
Wood & Magnolia:				
Magnolia Siding				25 MPH
Edgewood Siding				25 MPH
Gunpow & River	...	50	50	50
Track A				40 MPH
River & North Portals Union Tunnels	...	25	25	25
River & Bay: Track A				10 MPH
Bay & Biddle: Track A				20 MPH
Through Union Tunnels	...	30	30	30
South portals Union Tunnels & South limits				
Charles Int: All Tracks				15 MPH
Paul & Charles: Track F				15 MPH
South limits Charles Int & Fulton	...	20	20	...
Fulton & Bridge	...	35	35	...
Cv at Fulton	...	20	20	...
Bridge & MP 100	...	35	35	35
Track A				35 MPH
First Cv south of Bridge: Trk A				30 MPH
MP 100 & MP 101	...	45	45	45
Track A				40 MPH
MP 101 & Winans	...	50	50	50
Track A				40 MPH
Winans & Grove	...	50	50	50
Cvs MP 110 & Grove	...	40	40	...
Grove & MP 125	...	40	40	40
MP 125 & Carroll	...	50	50	50
Carroll & Landover	...	50	50	40
Landover & CP Avenue	...	50	50	...

C-P1. QUALIFICATION FOR YARD & WORK TRAIN SERVICE-CONDUCTORS & ASSISTANT CONDUCTORS

Conductors must be qualified on the required physical characteristics before accepting assignment as a yard or work train Conductor. Conductors and Assistant Conductors absent from yard service for 6 months or longer must contact a Terminal Trainmaster before starting a yard assignment at Washington or Philadelphia Terminal. Conductors and Assistant Conductors who have not worked a regular assigned work train position for 6 months or longer must contact a Trainmaster or Road Foreman before working a regular work train assignment.

F-P1. B. & P. TUNNEL

In the event of an accident or irregularity occurring to a train in the B. & P. or Union Tunnels which endangers the safety of passengers or train, immediate action must be taken to get passengers to a place of safety. If it can be safely done, trains should be moved out of the tunnel. If this is not practical, trains should proceed to the first tunnel exit.

When necessary to remove passengers from trains at tunnel exits, trainmen will exercise the greatest care for their protection.

In order to communicate effectively with Emergency Response Forces and thereby reduce response time, employees contacting the Emergency Response Forces must refer to the following railroad locations, and their corresponding street level access points. The access points are marked at street level with the identifying letters shown, to indicate where access to trains can be obtained from street level:

B&P Tunnel	Street Location	Access Point
Fulton Int	Monroe and Laurens Sts.	A
Gilmore St south portal, stairway at west side of portal	Gilmore and Winchester Sts.	B
Pennsylvania Ave opening, stairway on east wall, north end of opening	Pennsylvania Ave and Pitcher St	C
John St. opening, stairway on west side beyond west wall	Mount Royal and North Avenues	D
North portal	Falls Road and Lafayette Ave, under Howard St OHB	E
Greenmount Ave south portal	400 block of Preston St.	F
Bond St. north portal	Broadway and East Hoffman St.	G

16-P1. BLUE SIGNAL PROTECTION: BALTIMORE

Fixed overhead beacon blue signal lights in service on both ends of the station platforms on Baltimore Station Tracks Nos. 4, 5, 6 and 7.

Illuminated blue signals signify that workmen are on, under, or between rolling equipment.

19-P1. BAY

Trains on Track Nos. A and 1 must blow one long sound on the engine horn when approaching Bay northward and Point southward.

19-P2. ENGINE WHISTLE OR HORN: 30th STREET STATION

Except when approaching Roadway Workers or in an emergency, trains must **not** sound their engine whistle or horn while within the confines of the 30th Street Station overbuild. This restriction is intended to prevent hearing loss injuries in passengers as well as employees working in the station.

19-P3. APPROACHING BWI & NEW CARROLLTON STATIONS: ENGINE WHISTLE OR HORN

Passenger trains not making a station stop at BWI or New Carrollton must sound one long blast on their engine whistle or horn when approaching these stations on a track adjacent to the high platform whenever passengers are observed.

20-P1. PENN COACH YARD-RACE ST. ENGINEHOUSE

The engine bell must be rung continuously during any movement in the yard or enginehouse territory. Engines not equipped are exempt.

20-P2. ENGINE BELL: 30th STREET STATION

Trains equipped with an engine bell must sound it continuously while moving within the confines of the 30th Street Station Overbuild.

34-P1. STATION STOP MARKERS

30th Street Station: All Metroliner trains making Station Stop must stop with engine adjacent to Station Stop Marker "A" on Station Tracks Nos. 3, 4, 5 and 6 in both directions, regardless of the number of cars in train consist.

Baltimore: All northbound Metroliner trains making Station Stop must stop with engine adjacent to station stop marker "A" on station tracks Nos 6 and 7, regardless of the number of cars in train consist.

West Baltimore: When spotting a train on the station platform, Engineers must use Station Stop markers MARC 1, MARC 2 and MARC 3 as a guide. These markers are located on the east side of "A" Track north of the station. Conductors and Engineers must discuss which markers will be used during their daily job briefing.

34-P2. LANDOVER - RUNNING BRAKE TEST

Southward passenger trains not making a station stop at New Carrollton must make a running test of the brakes before passing Landover, as per instruction **P4.2.4** of **AMT-3** Air Brake and Train Handling Instructions.

34-P3. 30th STREET STATION

Due to insufficient ventilation, the following procedure will apply at 30th Street Station:

- ▶ Inbound trains with diesel engines and a dwell time of over 5 minutes must shut down HEP 5 minutes after arrival.
- ▶ Southbound trains must have HEP set up and operated from the lead locomotive. HEP must not be started until locomotives are clear of station overbuild. Throttle position must be limited to the 2nd notch departing Philadelphia, when practical.
- ▶ Keystone Service trains from New York destined for Harrisburg must spot trains so the outbound engine is outside of the station overbuild.
- ▶ Engines cut off inbound trains must pull down to the extreme end of the platform.
- ▶ New Jersey Transit trains: After discharging passengers, crews must re-spot equipment so the diesel engine is at the extreme end of the platform. Crews will re-spot equipment for loading and restart HEP 10 minutes before departure.

NOTE: Conductors may instruct Engineers to leave HEP on longer should conditions require.

34-P4. ENGINE CHANGES: TRAINS ORIGINATING OR TERMINATING IN PHILADELPHIA

Outbound crews for trains originating 30th St. Station, trains from Harrisburg en route to New York, or from New York en route to Harrisburg must call the Race Street Engine House Foreman (AAR 54-54) or ATS 728-2181/82, Bell 215-349-2181/82 for disposition of outbound train/ locomotive(s). If unable to contact Engine House Foreman, call CETC for assistance.

Inbound crews for trains terminating 30th St. Station, trains from Harrisburg en route to New York, or from New York en route to Harrisburg must contact the CETC 5 Dispatcher for disposition of inbound train/ locomotive(s) upon arrival.

35-P1. FREIGHT TRAIN CAR LIMIT

Perry to Landover: Freight trains consisting of 160 empty hopper cars are permitted between Perry and Landover. (Exception to SI 35-S4, page 282)

Davis to Bay: Under the following conditions (exception to SI 35-S4, page 282), freight trains consisting of 150 cars are permitted between Davis and Bay:

1. The train is equipped with operative telemetry devices or a caboose, and
2. The train does not contain intermodal cars, and
3. The train does not contain more than 65 consecutive TPIX (Tropicana) cars.

35-P2. WINANS-RIVER—STOPPING PROCEDURE

Between Winans and River interlockings, after coming to a complete stop, engineer must make a full service automatic brake application and leave it applied until train is ready to depart. Engineer must exercise caution when starting train to ensure that brakes are released and brake pipe pressure is being restored.

35-P3. FULTON-BIDDLE-BRAKING PROCEDURE

Due to the critical forces generated by excessive use of the dynamic or independent brake, Engineers operating freight trains between MP 94 and MP 97 **MUST** arrange to minimize head end forces by limiting the dynamic brake not to exceed one-half the indication of the dynamic brake meter or 350 dynamic brake AMPS, whichever is less. Freight trains operating without dynamic brake **MUST NOT** exceed one half the Maximum independent brake cylinder pressure allowed for the lead unit.

When necessary to control the speed of the train between MP 94 and MP 97, the automatic air brake **MUST** be used.

Note: This Special Instruction will not apply to trains consisting entirely of empty hopper cars.

35-P4. CHARLES-FULTON

Mineral Trains operated between Charles and Fulton must not exceed 10,600 tons and are limited to 80 cars.

35-P5. MINERAL FREIGHT TRAINS: PAUL-FULTON

Between the hours of 6:00 AM and 9:00 PM, mineral freight trains with head end power exceeding 18 traction motors must be assisted by a helper engine coupled to the rear of the train.

The number of traction motors operated on the head end must not exceed 24 at any time.

35-P6. BAY-LANDOVER

Mixed freight trains with TOFC and COFC Cars in consist operating between Bay and Landover must have TOFC and COFC Cars positioned on the rear third of the train. Where percentage of TOFC and COFC Cars exceeds one third of the train consist, TOFC and COFC Cars must be placed on the rear portion. Conductors of freight trains with TOFC and COFC Cars in consist must converse with the Dispatcher as to the make up of their train before entering this territory.

36-P1. CARROLL GAUNTLET TRACK

Gauntlet indicator lights governing northward movements on No. 2 track in service on southbound home signal bridge to Landover Interlocking, and on northbound home signal bridge to Carroll Interlocking.

Gauntlet indicator lights governing southward movements on No. 1 track and No. 2 track in service on automatic block signal bridge No. 1245, and on southbound home signal bridge to Carroll Interlocking on No. 2 track and No. 1 track.

Illuminated "vertical arrow" indicates route is lined for normal movement via No. 2 track. Illuminated "horizontal arrow" indicates route is lined for movement via gauntlet.

36-P1. (Cont'd)

Trains operating on No. 2 track between Bowie and Landover with movement instructions to operate via the gauntlet track must receive illuminated "horizontal arrow" on these signals.

Otherwise, train must stop as soon as safe handling will permit and not proceed into gauntlet area. CETC-1 TD must be contacted for instructions.

37-P2. SPEEDOMETER CHECKING: MEASURED MILES

The distance between the sets of Mile Posts listed below is a measured mile. White marker posts are installed on both sides of the tracks at locations marked with an asterisk(★).

MP 6- MP 7	MP 53- MP 54	MP 111- MP 112
★MP 8- ★MP 9	MP 57- MP 58	MP 121- ★MP 122
★MP 9- MP 10	MP 61- MP 62	★MP 122- ★MP 123
MP 10- MP 11	MP 64- MP 65	MP 127- MP 128
MP 16- MP 17	MP 76- MP 77	MP 129- ★MP 130
★MP 20- ★MP 21	MP 85- MP 86	★MP 130- ★MP 131
★MP 21- MP 22	MP 99- MP 100	★MP 131- MP 132
MP 24- MP 25	MP 108- MP 109	MP 132- MP 133
★MP 34- ★MP 35	MP 110- MP 111	

37-P3. MAXIMUM SPEEDS, RUNNING TRACKS

Track	Between	And	Restricted Speed not exceeding
No. 11	North end Penn Int.	South end Penn Int.	10 MPH
No. 5	Penn	MP 1.9	10 MPH
No. 0	New Castle Secondary	Landlith	10 MPH

37-P4. MAXIMUM SPEEDS, OTHER TRACKS

Location	Track(s)	Restricted Speed not exceeding
Penn Coach Yard	All	5 MPH
Wilmington Shops	All	5 MPH
All Yard Tracks, Industrial Tracks and Public Delivery Tracks that are connected to an Amtrak Main or Running Track		10 MPH

37-P5. WRECK and WIRE TRAINS

Between:	Wire Train	Boom Trailing	Boom Forward
		Miles Per Hour	
		Wreck	Wreck
Mantua & Signal Br. 2.1	30	30	20
Signal Br. 2.1 & CP Avenue	50	40	30

Note: Where speed of freight trains is slower than the speeds shown in this instruction, the freight train speed must not be exceeded.

40-P1. ENGINE AND EQUIPMENT RESTRICTIONS

The numbers shown in the columns to the right of each listed location specify the maximum dimension engines and equipment that may be operated. Engine and equipment dimension specifications are assigned in S.I. 37-S5 (page 291) for equipment authorized to operate on the NEC.

Notes shown in parentheses in the location column are defined at the end of the table.

Location	Tracks					
	4	3	2	1	A	Other
Zoo & Signal Br 20-21	4	...	...	4	...	...
Via 2 & 3 Berry	...	5	5	...	...	...
30 th St. Station, all tracks (c)	...	...	...	...	...	4
Penn Coach Yard, all tracks:						
North of road crossing	...	...	...	...	..	5
South of road crossing . . . . .	...	...	...	...	....	4
Signal Br 20-21 & Landlith	5	5	5	5	...	...
Landlith & Brandy	...	5	5	5	...	...
Tracks 1F & 2F Holly & Bell	...	...	...	...	...	5
Wilmington Station	...	5	4	5	...	...
Brandy & Yard	...	5	4	6	...	...
Yard & Ragan	...	5	6	...	...	...
Ragan & Bacon	...	6	6	7	7	...
Bacon & Prince	...	7	7	...	...	...
Prince & Perry	7	6	6	6	...	...
Perry & Grace	...	7	7	...	...	...
Grace & Bush	7	7	6	...	...	...
Bush & Gunpow	7	7	7	7	...	...
Gunpow & River	...	6	6	7	7	...
River & Bay	...	5	5	7	7	...
Bay & Charles	...	5	5	5	5	...
Baltimore Station:						
Tracks Nos. 3 to 7	4	4	...	...	...	4
Tracks Nos. 1 & F	...	...	...	5	...	5
Charles & Bridge (a)(b)	...	4	4	...	...	...
Bridge & Bowie	...	5	5	5	5	...
Bowie & Landover	...	5	5	6	...	...
Landover & CP Avenue	...	4	4	...	...	...

Notes:

(a) Capitoline Control Car 9637 is prohibited from operating between Fulton and Paul.

(b) See Note B in SI 37-S5, page 298.

(c) American Crane A59019 may operate on No. 11 Running Track (*also see SI 41-S14, page 308*).

40-P2. EQUIPMENT RESTRICTIONS: PENN COACH YARD & RACE ST. ENGINE HOUSE TERRITORY

- ▶ High Speed Trainset (HST) equipment is prohibited from operating on any yard track south of the Penn Coach Yard Access Road Crossing.
- ▶ HST equipment may operate on 32 & 33 tracks from 2 Lead to the Penn Coach Yard Access Road Crossing.

40-P2. (Cont'd)

- ▶ HST equipment may operate on 28 through 34 trks between 2 Lead and the Junction Switch under the supervision of a Track Supervisor.
- ▶ Express Reefer cars Series 74000 are prohibited from operating over the route between the MH Track & Trk Nos. 23, 25 & 26 (switches 4R26, 2625 & 2523).

41-P1. BALTIMORE STATION – NOS. 4 & 5 TRACKS

Due to close platform clearance, only equipment normally used in passenger service may operate on Nos. 4 & 5 tracks in Baltimore Station. EXCEPTION: In an emergency, non-passenger type equipment may operate on No. 4 track at 2 mph when authorized by the Dispatcher.

41-P2. LANDLITH – FREIGHT TRAIN MOVEMENTS

Freight trains with or without cars (except Amtrak work trains and maintenance equipment) are prohibited from making diverging moves onto or off of the “O” track at Landlith.

41-P3. CARS EXCEEDING 263,000 POUNDS

NS, CSX and Conrail trains containing cars with gross weight not exceeding 286,000 pounds may operate over the following line segments:

- ▶ Between Phil and Bell — All tracks.
- ▶ Between Davis and Paul — All tracks.
- ▶ Between Paul and Charles — Tracks 1, 6, 7 & F only.
- ▶ Between Bowie and Landover — Tracks Nos. 1 and 2 only. (Cars operating on Track No. 3 are limited to 263,000 pounds, per SI 41-S2, page 305.)

41-P4. NS TRACK GEOMETRY CARS

Norfolk Southern Track Geometry Cars Nos. 31, 33⁽¹⁾, 34 and 48 are cars that must be pulled by an engine. Their maximum speed is 50 MPH. Because of clearance concerns, movement must be made at Restricted Speed while passing high-level station platforms, and immediately adjacent tracks must be kept clear of other movements. These cars may operate **only** on the following routes:

Location	Acceptable Routes
Perry-Prince	Trk 4
Prince-Bacon	Trks 2 & 3
Bacon-Ragan	Trks 1, 2, 3 & A

Note 1: Car No. 33 is prohibited from passing high level platforms, except for the mini high platform on No. 4 track at Thorndale, and the mini high platforms at Exton (PH Line).

45-P1. EXPLOSIVES PROHIBITED—30TH ST. STATION

Cars containing shipments of class A explosives, except laboratory samples, and all class B and C explosives in excess of 200 pounds, are prohibited under all overhead structures on all tracks, 30th St., Philadelphia, Lower Level.

45-P2. UNION TUNNELS/B & P TUNNELS

Other trains must not be permitted to enter Union Tunnels or B & P Tunnel while a train with placarded loaded cars containing hazardous materials is passing through the tunnels.

47-P1. PENN COACH YARD - SECTION BREAKS

Electric locomotives must not be left standing within limits of section breaks. Location of section breaks in Penn Coach Yard are identified by section break signs in the catenary. A yellow-gold sign with black letters "SB" identifies the location when *entering* a section break. A red sign with no lettering identifies the location when *leaving* a section break.

72-P1. TRAIN INSPECTION DETECTORS

Type of Detector	MP Location	Direction of Operation	Tracks(s)	Recorder Location	Notes
HBD	16.3	North & South	1,2,3 & 4	CETC 4	2
DED	33.9	North & South	1,2 & 3	CETC 3	...
HBD	34.9	North & South	1,2 & 3	CETC 3	2
HBD	52.4	North & South	2 & 3	CETC 3	2
HBD	67.4	North & South	2,3 & 4	CETC 3	2
Height	71.7	South	2 & 3	CETC 3	1
HBD	83.7	North & South	A,1,2 & 3	CETC 2	2
HBD	107.5	North & South	1, 2 & 3	CETC 1	2
HBD	123.3	North & South	1, 2 & 3	CETC 1	2

Note 1: Height detectors are set to alarm at height 16 feet 2½ inches and over. Non-passenger type trains that activate the high car alarm must not be permitted to operate south of Bay, unless authorized by the Assistant Superintendent Train Movement, or his representative. Passenger trains that activate the detector may be permitted to proceed to Baltimore where a visual inspection will be made.

Note 2: Equipped with **supplemental radio alarm** hot box detection apparatus, which will transmit **only** when a hot journal has been detected, as follows: Upon detection of first defect, system will transmit milepost location, track number & the message "Defect detected." When this message is received, the train must be stopped when rear end is clear of the detector. When entire train has passed the detector, a radio message will be transmitted stating the results of the inspection. After a one second delay, the message will be repeated. If a defect is detected, the train must be stopped and inspected in accordance with the instructions received, and the Dispatcher notified. Detector will identify suspected hot journals or dragging equipment by axle number counting from head end (including engines). If a defect is not found at the axle location specified, that entire car and the 2 cars immediately ahead and behind that car must be inspected. If the radio transmission reports 6 defects, which is the maximum number the detector can transmit, the entire train behind the 6th defect must be inspected.

**104-P1. NORMAL POSITION OF SWITCHES
AND CROSSOVERS AT SPECIFIED LOCATIONS:**

Switch location	Connecting	With	Normal Position is for Movement	Note
Penn Coach Yard	Car Washing Trk	Run Down & Trk No. 37	Through on Car Washing Trk	...

104-P2. SWITCHES EQUIPPED WITH ELECTRIC LOCKS

The following hand-operated switches are equipped with an electric lock; permission to occupy Main Track, Interlocking or Controlled Siding must be obtained from the Employee listed before lock is removed from keeper.

Locations	Switch	Controlled By	Notes
MP 1.9	Crossover between No. 5 Running & SEPTA No.5 trk	Broad (SEPTA)	...
MP 12.1	No. 4 trk to Eddystone yard	...	1
MP 15.8	No. 1 trk to Naught trk	...	1
MP 19.4	No. 4 track to Citi Steel	...	1
MP 31.5	No. 3 trk to Crowell Corp.	...	1
MP 35.8	No. 3 trk to Harmony Ind. Park	...	1
MP 37.4	No. 3 trk to General Foods	...	1
MP 40.4	Trk A to No. 0 trk	...	1
MP 40.6	No. 3 trk to Delaware Freezer Co.	...	1, 2
MP 45.5	No. 1 trk to Red Mill Ind. Trk	...	1
MP 58.5	No. 1 trk to Perryville MW Base	...	1
MP 64.6	No. 2 trk to Harford Gateway (Conway Gaddy Switch))	...	1, 4
MP 65.6	No. 2 trk to Ind. trk	...	1
MP 68.3	No. 4 trk to Channel Lumber	...	1
MP 75.8	Magnolia Siding to Arsenal Industrial trk.	...	1, 2
MP 80.9	Trk A to Chase Public Del. Trk	...	1 & 2
MP 81.9	Trk A to Baltimore Gas & Electric Co.	...	1
MP 83.5	Trk A to MARC Facility	...	1
MP 84.9	Trk A to Chesapeake Ind. Park	...	...
MP 90.9	No. 3 trk to Baltimore Steel Industrial trk.	...	1
MP 91.5	No. 3 trk to Kiekheffer Ind. trk.	...	1
MP 100.2	Trk A to Loudon Park Pickup trk.	...	1
MP 101.5	Trk A to Solo Cup Co.	...	1
MP 101.6	No. 3 trk to Filberts	...	1 & 4
MP 101.7	Trk A to Washington Aluminum Co.	...	1 & 2
MP 108.1	No. 3 trk to Baltimore Commons Industrial trk.	...	1

104-P2. (Cont'd)

Locations	Switch	Controlled By	Notes
MP 111.9	No. 1 trk to McMillan-Blodel Co.	...	1
MP 113.5	No. 1 trk to National Plastics Co.	...	1
MP 113.9	No. 1 trk to North End MW Base	...	1
MP 114.9	No. 1 trk to South End MW Base	...	1
MP 122.4	No. 1 trk to Home Depot	...	1
MP 127.8	No. 1 trk to Ardwick Ind. Park	...	1

Note 1: To enter side track from Main Track, train must occupy track circuit which extends 50 feet from point of switch, before switch can be opened.

Note 2: Refer to SI 132-P1, Trks & Switches Out of Service.

Note 3: Switch & derail each equipped with electric lock; both switch & derail must be lined to normal position before inserting switch lock at switch or derail.

Note 4: Switch and derail each equipped with electric lock. Switch locks must be removed from both switch and derail before either is operated. After movement is completed, both switch and derail must be restored to normal position before inserting switch lock at switch or derail.

132-P1. TRACKS AND SWITCHES OUT OF SERVICE

The tracks and switches listed below are out of service for train movements, except when such movements are personally supervised by an MW Foreman or MW Supervisor, or when movement consists entirely of track cars.

If a remotely controlled switch provides access to an affected track, the Operator or Dispatcher must apply blocking device protection to prevent the accidental routing of trains to that track. If a hand operated switch provides access to an affected track, the last Engineering Department employee to use the switch must spike the switch to prevent its accidental use.

Location	Track/Switch
Penn	Dravo Track
Penn	No. 1 trk, between barricades erected south of crossover between No. 1 trk & No. 1 River (No. 29 sw) and north of crossover between No. 1 River & Dravo Trk (No. 33 sw)
Hook	Plug Track.
Davis	No. 5 yard trk; South leg of Wye Trk
MP 40.6	Delaware Freezer
Wood	Tower Spur & Station Spur tracks, north of southward dwarf signal
MP 75.8	Magnolia Siding to Arsenal Industrial Trk.
MP 80.9	Trk A to Chase Public Delivery
Point-Bay	North Point Yard Trk
Charles	Mount Vernon Ind Trk
MP 101.7	Trk A to Washington Aluminum Co.
MP 114.9	No. 1 trk to South End MW Base

132-P2. PENN STATION LIGHT RAIL TRACK - FOULING

Employees must not foul the Penn Station Light Rail Track (MTA track located to the east of No. 1 Track, Baltimore Station) without contacting the CETC Section 2 Dispatcher, and receiving assurance that protection has been provided by the MTA. When flag protection must be provided on the Penn Station Light Rail Track in accordance with Rules 132 or 136, the CETC Section 2 Dispatcher must be immediately notified. Flag protection must be maintained until it is determined that movements on the Penn Station Light Rail Track are no longer endangered, or until assured by the Dispatcher that other protection has been provided.

138-P1. PENN COACH YARD - ACCESS ROAD CROSSING

Trains operating in Penn Coach Yard must stop before passing over the access road crossing and sound engine bell (if equipped) until the crossing is occupied. If crew does not have a clear view of the access road in both directions, a member of the crew must provide on-ground protection.

241-P1. STOP SIGNALS

In the application of **Rule 241**, when **Stop Signal** is displayed on a signal at the following locations, the authority to pass it must be obtained through the Dispatcher listed below.

Location	Track	Governing Movements	Authority obtained from
CP Avenue	No. 2 & No. 3	Northward	CETC-1 TD

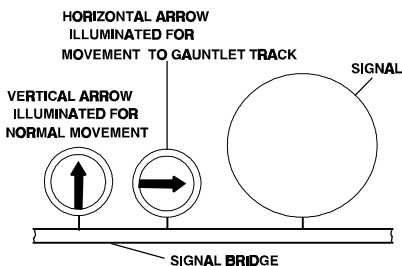
241-P2. DAVIS INTERLOCKING - STOP SIGNAL

Southbound trains that receive Rule 241 authority to pass Signal 10S at Davis must receive verbal permission from the Dispatcher before operating beyond the southern limits of Davis Interlocking on Track A, due to potential freight traffic on Track A between Davis and Iron. Signal 10S is the southbound interlocking signal on Track A located just north of Newark Station.

242-P1. PAUL: IMPERFECTLY DISPLAYED SIGNALS

The most restrictive indication that can be given by dwarf signal No. 5N is Restricting. No. 5N signal governs northward movements on No. 5 track, and is located 25 feet south of end of track.

277-P1. NON-CONFORMING ASPECTS



In service at Seabrook, Carroll, and Landover. Refer to Special Instruction 36-P1, page 204.

277-P2. PERRY

The northward interlocking signal at Perry governing movement from No. 4 track to No. 4 track is located to the left of No. 4 track.

277-P3. CHARLES AND PAUL

Trains approaching Charles or Paul on a signal indication less favorable than Clear must not exceed 15 MPH within Charles or Paul interlocking until it is determined that their route permits a greater speed.

551-P1. TESTING SECTIONS

In addition to those at terminals, located:

Phila. 30th St. Station (Lower Level) Nos. 7 and 8 tracks, departure test for northward movement only.

Delmarva Secondary (NS)-On Delmarva Secondary track from fixed signal 5430 feet south of Davis to a point 1320 feet south thereof.

Bay-On the Lawn Track (NS)

Baltimore-Nos. 1, 3, 4, 6, 7 and F for northward and southward movements. On-Board Tester can be used, provided the signals leaving those tracks are not displayed and a track shunt is applied ahead of the train.

Odenton-M.W. Base North end of yard tracks H and I.

Perryville-M.W. Base North end of yard tracks H and I.

580-P1. RAGAN TO PRINCE: ACSES RULES IN EFFECT FOR ALL AMTRAK TRAINS

ACSES Rules 580-591 and all ACSES related Special Instructions (see pages 348-357) are in effect for all Amtrak trains where indicated in SI 240-P1 (page 189).

1. The controlling engine of all Amtrak trains operating in this territory must be equipped with on board ACSES apparatus that is cut in and operative, except when failure occurs en route, or when hauled by an engine exempted in Special Instruction 580-S2 (page 355).
2. Trains operated by railroads other than Amtrak are not required to be equipped with ACSES apparatus while operating in this territory.
3. Trains must not exceed 125 MPH in territory where the wayside portion of ACSES has been temporarily removed from service.

583-P1. ACSES POSITIVE STOP: RADIO RELEASE

ACSES Positive Train Stop (PTS) radio release is in service for all interlocking home signals located within or adjacent to ACSES equipped territory.

706-P1. RADIO CHANNELS: PENN

Yard crews shifting wholly within the limits of Penn Coach Yard may use either channel 54-54 or 23-23. However, yard crews working within interlocking limits must use only radio channel 54-54.

900-P1. DISPATCHERS: ASSIGNED TERRITORIES

CETC-6 Dspr: Holmes, inclusive to Penn, exclusive.

CETC-5 Dspr: Penn Interlocking.

CETC-4 Dspr: Penn, exclusive to Ragan, exclusive.

No. 4 and No. 5 tracks, Phil to Arsenal, exclusive.

CETC-3 Dspr: Ragan, inclusive to Gunpow, exclusive.

CETC-2 Dspr: Gunpow, inclusive to Fulton, exclusive.

CETC-1 Dspr: Fulton, inclusive to CP Avenue.

**940-P1. CONDUCTORS AND ASSISTANT CONDUCTORS:
30TH STREET STATION**

Conductors of Amtrak trains that originate or with dwell time at 30th Street St. Station because of an engine or equipment change must contact a Station Service representative without delay when train is ready for boarding and departure, in person or via radio channel 36-36.

Note: If unable to contact Station Service representative, Conductor must contact CETC-5 Dispatcher.

952-P1. CSX INSPECTION REPORTS AND FORMS

Engineers operating MARC Commuter trains on the Northeast Corridor may accept the locomotive calendar day inspection, air brake test and cab signal test as noted on prescribed CSX forms. Amtrak's MAP 100 will continue to be used for noting any defects, as well as ensuring safety seals have been applied and numbers properly noted.

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The Washington Terminal District consists of Washington Terminal (Union Station, Coach Yard and Ivy City Maintenance Facility), Virginia Railway Express Broad Run Yard at Manassas, Virginia and VRE Crossroads Yard at Fredericksburg, Virginia.

WASHINGTON TERMINAL (WT)

STATIONS	MP	INT	PS	NOTES
CP AVENUE R-CETC 1 TD (ML-Philadelphia to Washington)	134.6	...	...	1
C INTERLOCKING R-K TOWER (Metropolitan Sub. CSX)	135.0	X	...	...
K TOWER	135.7	X	...	2
WASHINGTON	136.0	...	X	...
A INTERLOCKING R-K TOWER	136.0	X	...	...
CP VIRGINIA (RF&P Subdivision) R-CSX "CQ" TD (JAX) DIVISION POST (CSX Baltimore Division)	137.1	X	...	3

The direction from CP Avenue to CP Virginia is south.

Note 1: Northward controlled signals.

Note 2: In service as an Interlocking Station with Road Radio Channel 54-54 and Yard channels 1 & 2.

Note 3: CSX radio channel 96-96 and Dispatcher tone 20-3 are in service for CQ Dispatcher in Jacksonville, FL.

240-W1. SIGNAL RULES and TRACK DESIGNATIONS

Tracks between the following locations are numbered from West to East:

BETWEEN CP AVENUE & K TOWER:

- ▶ At the North end, 40 & 42.
- ▶ At the South end 38 through 42.

STATION TRACKS AT WASHINGTON:

- ▶ 7 through 20, 22 through 30.

BETWEEN A INTERLOCKING AND CP VIRGINIA:

- ▶ Southward and Northward Main Tracks.

Interlocking Rules 600 through 616 are in effect as follows:

- ▶ West Yard Track 4
- ▶ Tracks 38 through 42 between CP Avenue & K Tower;
- ▶ Station Tracks 7 through 16 & 30, between northward starting signals (home signals for K Int) and connection with Tracks 38 through 42;
- ▶ Station Tracks 17 through 20, entire track;
- ▶ Tracks 22 through 29 between "H" Signal Bridge & First St. Tunnel;
- ▶ Northward & Southward Main Tracks between North Portal First St. Tunnel and CP Virginia (CSX).
- ▶ Cab Signal System Rules 550 to 561, inclusive are in effect for northward and southward movements on Track 40 and Track 42 between Signal Bridge "H" and Avenue and for movements over No. 460 Crossover. Except as provided for in SI 550-W1, trains not equipped with Cab Signal System apparatus are prohibited on these tracks.

37-W1. MAXIMUM SPEEDS - WASHINGTON TERMINAL

Location (Between)	Psg	Fr
Connection with CSX north of New York Avenue OH Bridge or connection with Amtrak PW Line at CP Avenue & Signal Bridge "J"		
Tracks 40 & 42	45	10
All Other Tracks	20	10
Wye Bridge Switching Center All Tracks . .	10	10
<i>Except</i> Operating Over No. 624-A Switch .	5	5
Signal Bridge "J" & Signal Bridge "H"		
Northward	20	10
Southward	15	10
Signal Bridge "H" and North Portal First Street Tunnel	15	10
North Portal First Street Tunnel and CP Virginia	25	10
Location (Between)	Restricted Speed not exceeding	
All yard tracks	15	10
<i>Except</i> West Leg Wye	10	10
<i>Except</i> Track 52	5	5
Through Car Washer, Short Leg Wye:		
Northward when washing	2	2
Either direction when not washing	15	10
Through HST Trainwash, Track 52:		
When washing	4	4
Engine Servicing & Car Shop Repair		
Tracks specified in SI 16-W3	5	5
<i>Except</i> Within HST Building	3	3

37-W2. MAXIMUM SPEEDS - OTHER TRACKS

Location	Trks	Restricted Speed not exceeding
VRE Broad Run Yard (Manassas, VA)	1-8	5
VRE Crossroads Yard (Fredericksburg, VA)	1-8	5

C-W1. QUALIFICATION FOR YARD & WORK TRAIN SERVICE-CONDUCTORS & ASSISTANT CONDUCTORS

Conductors must be qualified on the required physical characteristics before accepting assignment as a yard or work train Conductor. Conductors and Assistant Conductors absent from yard service for 6 months or longer must contact a Terminal Trainmaster before starting a yard assignment at Washington or Philadelphia Terminal. Conductors and Assistant Conductors who have not worked a regular assigned work train position for 6 months or longer must contact a Trainmaster or Road Foreman before working a regular work train assignment.

C-W2. QUALIFICATION TO OPERATE MOTORIZED VEHICLES IN WASHINGTON TERMINAL AND YARDS

Amtrak employees/contractors operating motorized vehicles in Washington Terminal and Yards are prohibited from crossing tracks until they complete the "Crossing Live Tracks with Motorized Vehicles Course" and receive a signed qualification card from their supervisor. Upon successful completion of the course, employees/contractors are responsible for their own safety when working on or about the track outside a protected worksite and to keep a lookout and move to a safe place in sufficient time on the approach of a train or track vehicle.

F-W1. FIRST STREET TUNNEL

When approaching tunnel, Passenger Trainmen will see that end and vestibule doors are closed. Interior lights of occupied passenger cars are to be fully lighted prior to entering tunnel.

Conductors of southbound revenue passenger trains will ensure that blower fans are turned off and intakes closed on all passenger cars except Amfleet I when passing through tunnel.

When an emergency condition exists, which will require the evacuation of a passenger train in the First Street Tunnel, and requires passengers to pass through manholes between the Northward and Southward Main tracks, such evacuation will not commence until the Conductor has communicated with the Train Director, K Tower and has received positive assurance that there are no train movements on the adjacent track. The Train Director, K Tower will be responsible to ensure all movements are restricted until the evacuation has been completed.

Within the tunnel, K Tower may be contacted on radio channel 54-54, or Washington Terminal yard channels. Telephones, equipped with switches to select dial line or direct line to K Tower, are installed in every fifth manhole (500 foot intervals) throughout the tunnel. Fire alarm pull stations located adjacent to telephones are out of service.

I-W1. REPORTING FIRES

The Washington Terminal Control Center (Telephone 2333) must be notified promptly when any fire is observed on or near Company property or is likely to affect the property.

R-W1. MEDICAL SERVICES

When employees or passengers in or enroute to Washington Terminal require medical attention, the Washington Terminal Control Center (2333) should be promptly notified to arrange for appropriate medical services, or ambulance if necessary.

1-W1. WASHINGTON TERMINAL YARD BULLETIN (WTYB)

► WTYB Authority:

The WTYB contains temporary restrictions and other instructions applicable to Washington Terminal. The WTYB may be used to modify applicable portions of Mid-Atlantic Division Bulletin Order pertaining to Washington Terminal. Amtrak Zone 2 employees in Washington Terminal yard service, Zone 5 employees in VRE service and MW

1-W1. (Cont'd)

employees must obtain the current WTYB when reporting for duty and have it with them while on duty.

MW employees operating or working on tracks of Washington Terminal must have the current WTYB, except employees operating track cars into Washington Terminal from the PW Line who are in possession of the TSRB.

Any employees who are required to operate in the Coach Yard or Ivy City Maintenance Facility and are not in possession of the WTYB, must first contact the Train Director at K Tower and obtain the current WTYB.

► *Effective Times:*

The Washington Terminal Yard Bulletin (WTYB) will be effective at **3:00 AM Daily**.

► *WTYB Usage and Delivery:*

Form D Line 1 may also be used to inform crews of temporary restrictions when this method is more efficient. Employees whose duties are affected must obtain the WTYB when reporting for duty and must have it with them while on duty. The WTYB will be electronically transmitted to the following Washington Terminal and VRE Sign-up locations:

Crew Dispatcher's Office, Trk 7, Washington
Yardmaster's Office, Coach Yard Building, Washington
VRE Crew Room, Coach Yard Building, Washington
VRE Crossroads Yard, Fredericksburg
VRE Broad Run Yard, Manassas
K Tower, Washington

Crews must examine the WTYB to ensure that it is current, complete and legible. If no WTYB's are available at sign-up locations, the crew must contact K Tower for instructions.

► *Crews Working at Effective Time:*

Conductors, Assistant Conductors and Engineers already working or enroute will be governed by the WTYB in their possession until they receive a copy of the current WTYB. If the Train Director instructs a crew to obtain the new WTYB, the crew must verify receipt with the Train Director.

► *Temporary Speed Restrictions and Pertinent Instructions:*

Temporary speed restrictions or pertinent instructions may be added or canceled on the WTYB. Additions or cancellations must **not** be copied by an employee operating the controls of a moving train or engine. When dictating or repeating changes to the WTYB, employees must pronounce numerals digit-by-digit. Only authorized abbreviations may be used on the WTYB.

When a restriction or instruction is to be added, the Train Director must dictate the restriction or instruction to the Conductor, Engineer or other qualified employee on the affected train or engine. The receiving employee must copy the additional restriction or instruction in the space provided on the WTYB. The additional information must be correctly repeated to the Train Director before the "Time Added" is given. If communication fails before the "Time Added" is received, the train or engine must not proceed

1-W1. (Cont'd)

until communication is reestablished.

► *Effective Period of Added Restrictions or Instructions:*

Speed restrictions or instructions added to the WTYB will remain in effect until Canceled.

► *Canceling Restrictions:*

When a restriction or instruction is to be canceled, the Train Director will advise the Conductor, Engineer or other qualified employee on the affected train which restriction or instruction and corresponding line number will be canceled. Restrictions or instructions to be canceled must be correctly repeated to the Train Director before a "Time Canceled" is given. The employee must then draw a line through the canceled restriction/instruction.

► *Retention of the WTYB:*

Upon completion of their tour of duty, employees may discard their WTYB unless information has been added or canceled, in which case it must be retained and held available for inspection for 7 days.

1-W2. TEMPORARY SPEED RESTRICTION BULLETIN (TSRB)

Amtrak Zone 5 crews and Train & Engine Service employees of foreign railroads not operating to or from the PW Line are not required to obtain the Temporary Speed Restriction Bulletin (TSRB).

16-W1. BLUE SIGNAL PROTECTION - UNION STATION

Fixed overhead flashing blue signal lights in service on north and south ends of Station Tracks 7 through 20 and 22 through 30.

Illuminated blue signals signify that workmen are on, under, or between rolling equipment, and the restrictions of section (a) of Rule 16, apply to the entire track. **No movements of any kind are permitted.**

When fixed overhead flashing blue signal lights can not be extinguished due to malfunction, Form D Line 13 will be issued to cancel this SI, and permit movements out of the affected track. Prior to issuing the Form D, the Train Director must contact the employee who was afforded blue signal protection to confirm that all employees are clear of the track and that permission is granted for the movement.

16-W2. BLUE SIGNAL PROTECTION - IVY CITY MAINTENANCE FACILITY

At Ivy City Maintenance Facility, fixed blue signal lights are in service adjacent to Main Shop Tracks 1, 2, 5 & 6, S&I Tracks 7 & 8, HST Building Tracks 9, 10, 11, & 12, and fumigation track. When lights are illuminated, the restrictions of section (a) of Rule 16 will apply to the track between fixed derails.

16-W3. BLUE SIGNAL DERAILS

The following locomotive servicing and car shop repair tracks are equipped with hand-operated blue signal derails:

Ivy City Maintenance Facility:

Nos. 1, 2, 3, 4, B, D, 5 and 6 Main Shop Tracks.

Nos. 7 and 8 Service and Inspection Building Tracks.

Nos. 9, 10, 11, "C" and 12 HST building tracks.

Nos. 13, 14, 15, 16, 17 and 18 Storage Tracks.

Loco Storage 1 and 2, and No. 23 Motor Pit Tracks.

Nos. 24, 25, 26 and 27 Annex Building Tracks.

Wye Bridge Switching Center:

Fumigation Track

Movements on all of the above tracks must not exceed 5 MPH.

19-W1. ENGINE WHISTLE OR HORN SIGNALS

Warning signal 19(c) must be sounded by northbound movements out of First Street Tunnel to warn persons at south end of Lower Level Tracks 22 to 29.

Whistle posts in service north and south of CSX Transportation overhead bridge at Wye Bridge Switching center. All trains operating on Fumigation Track and Tracks 24, 51 and 52 must sound engine whistle signal 19(b) approaching and passing under CSXT bridge and over road crossing south of the bridge.

As indicated by whistle posts, all trains operating Tracks 40 and 42 must sound warning signal 19(b) approaching and passing under New York Avenue overhead bridge.

Engine whistle or horn signal 19(b) must be sounded when approaching and passing standing trains and on-track MW equipment. This requirement does not apply for standing trains on station platform tracks at Washington.

20-W1. ENGINE BELL

The bell of equipped trains must be sounded when approaching and adjacent to a station platform. The bell must continue to be sounded until the train has stopped.

34-W1. MOVEMENT OF TRAINS

Trains must avoid stopping diesel locomotives underneath windows at K Tower on Station Tracks 15 and 16, account of diesel exhaust.

Northbound trains arriving Tracks 22, 27, 28 or 29 will stop with rear of train clear of south switch of those tracks.

Northbound trains, with 15 cars or less, arriving on Tracks 23, 24, 25 or 26 will stop with rear of train as near as possible to bottom of stairways. Conductors will arrange these stops by use of communicating signal or radio.

When illuminated, sign flashing "C," located on top "K" Tower, and on top "H" Signal Bridge between 40 & 41 tracks, northbound trains arriving low level tracks shall proceed in accordance with interlocking signals until flashing "C" goes out; this will indicate that rear of train has cleared at "A" Interlocking.

34-W1. (Cont'd)

Passenger trains arriving on Station Track 7 must not stop with engine under H Street overhead bridge. Push-pull trains of 3 cars will stop with headend at "Train Stop 3 Cars" sign.

"Train Stop" sign in service adjacent to Station Track 18, 40 feet north of the end of track. Trains arriving on this track from the Amtrak Main Line or from CSX must stop with their head end adjacent to the sign to facilitate inspection of the engine or control car.

"Train Stop" signs in service at south end of low level tracks 23, 24, 25 and 26. Engineers of arriving south-bound trains will stop with south end of engine adjacent to train stop sign in accordance with the following instructions:

Tracks 23 and 24—

"Train Stop A" sign located at stairway at south end of platform for through trains with 12 cars or less.

"Train Stop B" sign located 120 feet south of stairway for trains terminating at Washington.

"Train Stop C" sign located at extreme south end of platform for all through trains with 13 or more cars.

Tracks 25 and 26—

"Train Stop A" sign located at stairway at south end of platform for through trains with 16 cars or less

"Train Stop B" sign located 120 feet south of stairway for all trains terminating at Washington.

"Train Stop C" sign located at extreme south end of platform for through trains with 17 or more cars.

All northward movements on Tracks 39 or 40 must clear "J" Signal Bridge prior to reversing movement.

34-W2. VIRGINIA RAILWAY EXPRESS

Conductor of northbound VRE trains arriving at Washington will, after completion of station work, press train start button to notify the Train Director when train is ready to proceed to the coach yard.

The Train Director will arrange for the use of Coach Yard tracks by VRE crews with the Yardmaster. Signal indication will be authority for train to occupy Coach Yard track.

When ready to depart for the station, Conductors of southbound VRE trains will notify the Yardmaster on Yard Radio Channel 1 (84-12), who will advise the Train Director. At other times, crews of VRE trains will monitor Road Channel 54-54.

34-W3. UNION STATION - TRACK 16

All passenger trains arriving and departing Station Track 16 must use the east side platform (facing Track 17). Guests for departing trains will be directed to the east side platform for boarding.

36-W1. AMFLEET CARS

Personnel handling or working on moving Amfleet equipment, must not pass from car to car, except as is necessary in the performance of duty, and only then when on tangent track.

36-W2. ROAD ENGINE CREWS

Road Engine Crews, when receiving their engine at the Station, must not move without permission of the Train Director, regardless of whether their engine is coupled to a train. On station tracks, the interlocking signal displayed for engine to proceed out of the track may be accepted as permission to proceed at Restricted Speed to the signal.

Road Engine Crews of through trains arriving at Washington must contact Train Director for instructions before securing their engines, unless relieved by a station engineer.

36-W3. STARTING TRAINS

Train Conductors must report at the Crew Dispatchers Office for instructions before going to their trains.

The train starting system is composed of indicators displaying two white lights suspended from train shed roofs, and push-buttons at convenient locations on train shed columns.

After brake test has been completed, if there are no instructions to hold train, Conductor will push designated starting light button no more than three minutes prior to scheduled leaving time. After second starting light is displayed, Conductor will see that proper communication is relayed to Engineer to proceed, and train will proceed in accordance with interlocking signals.

If the starting light farthest from track fails to light upon pushing train starting button, or if train starting light nearest the track fails to light at scheduled departure time, and there is no known reason for holding the train, Conductor will promptly contact Train Director K Tower to inform him of this fact, and then proceed in accordance with the Train Director's instructions.

Exception: Second starting light *will not* be displayed for departure of:

- ▶ VRE or MARC Commuter trains

or

- ▶ Amtrak trains departing on Tracks 10 through 20

These trains may leave at scheduled departure time on proper signal from the Conductor.

Conductors must report immediately to the Train Director K Tower and the Washington Control Center any occurrence that will delay the on-time departure of their train.

36-W4. INITIAL TERMINAL BRAKE TEST

When an Initial Terminal Brake Test is completed on a train prior to the crew's arrival, the employee conducting the test will place Air Brake Test Certificate, MAP 1173, on the locomotive brake stand.

Before departure of trains whose air brakes have been pretested, engineer must make an application and release of the automatic brake and member of the train crew must ensure that brakes have applied and released on the rear car.

36-W5. IVY CITY MAINTENANCE FACILITY

All movements must make a complete stop at doorway prior to entering Main Shop, Service and Inspection, Annex or High Speed Rail Buildings. Before proceeding, a visual check of the building door must be made to ensure it is in proper position. Engine Bell must be sounded when entering or moving within these buildings.

36-W5. (Cont'd)

A crewmember must be positioned on the apron outside the Ivy City Maintenance Building prior to making movements out of the building on trks 5 and 6 shop, and 7 & 8 S&I. The crewmember shall ascertain there is no conflicting vehicular traffic on the apron before permitting the move to proceed.

36-W6. CAR WASHER—SHORT LEG OF WYE

Crews operating through the car washer on the short leg of the wye must exercise caution due to close clearance with the apparatus. When trains are to be washed, they must come to a complete stop and not proceed until apparatus has begun to operate. Trains being washed must move northward only and must not exceed 2 MPH. Southward moves must not be made when the washer is in operation.

36-W7. HST TRAINWASH FACILITY—TRACK 52

All equipment other than a High Speed Trainset (HST) is prohibited from passing over the Hegensheidts automated wheel inspection apparatus at south end of Trainwash Facility, due to weight restriction. Except in an emergency, diesel engines are prohibited within the Trainwash Facility, and must never pass over Hegensheidts apparatus.

HST's must only operate in a northward direction when passing through trainwash apparatus, to avoid damaging apparatus. However, if it should become necessary to make reverse movement due to wheel inspection fault, reverse movement must not commence until operator is present to place trainwash apparatus in manual mode and supervise movement. HST must continue moving northward at prescribed speed until entire trainset clears north end of trainwash, to avoid premature trainwash shutdown.

Manual use of HST Power Car sanders is prohibited while passing over the Hegenscheidts automatic wheel inspection apparatus.

36-W8. STATION TRACKS—WASHINGTON TERMINAL

When a movement handled by yard engine enters a station track, crew member in charge, if not instructed as to move desired, will contact Train Director promptly.

36-W9. TURNTABLES

Trains must not proceed onto or off of a turntable until turntable rails are properly lined and secured.

36-W10. SECURING EQUIPMENT

In the application of Operating Rules 108 and 109, and AMT-3 Rule 3.5 (Air Brake and Train Handling Rules and Instructions), the following will govern the securing of equipment against movement:

- ▶ **Lite Engines** – Unattended lite engines must have handbrake or parking brake applied (if so equipped), and wheels chocked or skated.
- ▶ **Catenary Power Outages** – When notified of a catenary power outage, the Train Director must promptly arrange to have all electric equipment on affected tracks secured with

36-W10. (Cont'd)

chocks or skates to prevent movement until power is restored.

► **Union Station:**

HST's – Except in catenary power outages, the use of chocks or skates to protect High Speed Trainsets against movement is prohibited on Station Tracks.

Equipment, Other Than HST's – On Station Tracks, chocks or skates and handbrakes are required on one or more cars left standing unattended. However, the use of chocks or skates to protect against movement is prohibited on any passenger train that has an engine attached on Station Tracks. After engine is attached to cars, the Mechanical department employee completing the coupling will remove the chock or skate from the rear of the train. Trains with engine attached must be secured with engine parking/handbrake applied, full service application, independent brake in full application, reverser removed or locked in place, and a minimum of two hand brakes applied on cars, as outlined in AMT-3, Rule 3.5.

► **Removing Chocks & Skates** - Wheel chocks and skates must be removed from railhead under equipment prior to moving cars or engines. Chocks or skates must not be removed until cars are coupled to an engine or power car, or equipment is secured against movement by other means, including sufficient handbrakes.

► **Ivy City Shop & Storage Tracks** – Equipment at the south end of tracks must have two (2) handbrakes applied.

40-W1. ENGINE AND EQUIPMENT RESTRICTIONS

The numbers shown in the columns to the right of each listed location specify the maximum dimension engines and equipment that may be operated. Engine and equipment dimension specifications are assigned in S.I. 37-S5 (page 291) for equipment authorized to operate on the NEC and in Washington Terminal.

Notes shown in parentheses in the location column are defined at the end of the table.

Location	Tracks
	Other
Avenue & K Tower: All tracks	5
Except 42 Trk north of K signal bridge	4
WUT Station: (a)	...
Tracks Nos. 7 to 11	5
Tracks Nos. 12 to 14	4
Tracks Nos. 15 to 16	5
Tracks Nos. 17 to 20	4
Tracks Nos. 22 to 30	5
First Street tunnels	5
High Speed Rail S&I Building, all tracks	1
Ivy City, Wye Bridge Switching Center, West Yard: All Tracks	5
Notes:	
(a) Capitoline Control Car 9637 is prohibited from operating in Washington Terminal.	

41-W1. CWR EQUIPMENT

CWR (Continuous Welded Rail) Trains are permitted on Track 40 and 42 between “H” Signal Bridge and Avenue, and over No. 460 Crossover, C Interlocking. CWR Trains are restricted from operating all other tracks in the Washington Terminal.

41-W2. SUPERLINER AND HIGH LEVEL CARS

Superliner Cars 31000 through 38068 and High Level Cars 39940 through 39985 are equipped with high diaphragms. Transition Cars 39000 through 39046 and 39900 through 39939 are equipped with high diaphragms on only one end. The low diaphragms on the opposite end are compatible with conventional single level cars. Cars equipped with tubular type diaphragms may be coupled to the high ends of Superliners, high level and transition cars without restriction.

Prior to coupling, crews must observe the diaphragms on all equipment to ensure that they are compatible. Cars with diaphragms not compatible may be coupled and moved on straight track with permission of the Yardmaster, but must never be coupled or moved on curves or diverging movements through switches.

41-W3. MOVEMENT OF MARC & VRE CAB CARS

Kawasaki bi-level Cab Cars MARC 7845-7854, VRE V701-V704 and VRE Mafersa Cab Cars V901-V910 must not be moved in Washington Terminal without main reservoir air applied and inflated air bellows, due to insufficient clearance of pilot and cab signal pickup bar.

47-W1. ELECTRICAL OPERATION—FIRST ST. TUNNEL

Illuminated signs displaying letters ACMS vertically, located 470 feet south of north portal, to the right of Northward and Southward Main Tracks, indicate southward limits of catenary. Electric equipment must not pass these A.C. Motor Stop signs with the pantograph raised.

47-W2. IVY CITY MAINTENANCE FACILITY

1. Portions of the following tracks are in service for AC electrical operation, as specified below:

Tracks 9, 10, and 13–18: entire track

Track 11: Entire track, except from a point 115 feet south of building to a point (within building) 300 feet north thereof, as indicated by AC Motor Stop signs.

Trk 12: Entire track, except that portion from a point 115 feet south of High Speed Rail building to a point 185 feet north of the building as indicated by AC Motor Stop signs.

High Speed Rail Building: Movements within the HSR building with raised pantograph are governed by SI 47-A1 (page 375).

47-W2. (Cont'd)

2. Service and Inspection Building:

Nos. 7 and 8 Tracks, S&I Building, are equipped with red and green lights at entrance doors to indicate status of the short section of catenary extending from 100 feet outside of building to a point 20 feet into the doorway. Within the S&I Building, indicator lights along east and west sides at both ends and center of building indicate status of the catenary section within the building on each track.

A red light indicates catenary section is energized. A green light indicates section is not energized and electric engines with pantograph raised must not pass onto that catenary section. If both indicator lights are dark, M or E foreman must be contacted to ascertain that catenary section is energized before attempting movement with pantograph raised.

3. Electric Locomotive Pit:

Red and green lights in service at north and south ends of Electric Locomotive Pit structure to indicate status of catenary section on No. 23 track extending from 125 feet south of pit to a point 75 feet north of pit. Employees will be governed by the same instructions as for Nos. 7 and 8 S&I Tracks.

4. Diesel Service Facility:

Catenary section on Track 26 from 175 feet south of Annex Building to a point 90 feet north of the building is normally de-energized. Electric engines with pantograph raised must not enter this section unless advised by diesel foreman that catenary has been energized.

47-W3. ELECTRICAL OPERATION: EMPLOYEES

Employees must not climb above floor level of locomotives or cars on any track equipped with catenary wires unless authorized by an Electric Traction Department Class A employee after catenary has been de-energized and properly grounded.

If necessary to climb on locomotives or cars on a track not equipped with catenary, employees must first note the position of any nearby overhead wires.

Employees must not approach within three feet of any overhead wire or other part of the catenary system. They must not touch dangling wires or foreign objects which may be in contact with overhead wires, but must report their location immediately to the Train Director, K Tower and warn other persons of their location.

Employees whose duties are in any way affected must comply with the Electrical Operating Instructions AMT-2. Employees who are qualified on AMT-2 must maintain and have with them while on duty a copy of the AMT-2 Electrical Operating Instructions.

47-W4. OPERATION OF ELECTRIC ENGINES

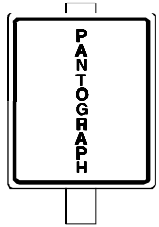
When moving lite electric engines with pantographs up between Ivy City and Washington Terminal the following will apply:

- a. A maximum of six electric engines will be allowed in a consist.
- b. The 27 point MU cable requirement listed in AMT-2, 3.110(A) is not required.

When handling more than three engines, operating speed must not exceed 15 MPH.

47-W5. RECONFIGURING PANTOGRAPHS IN HIGH SPEED RAIL FACILITY

Transportation employees are permitted to reconfigure pantographs within the High Speed Rail Facility (HSR), as long as no pantographs are raised in de-energized territory or between the AC Motor Stop Signs. In order to facilitate movement in the HSR, additional signs used in conjunction with the AC Motor Stop Signs have been placed in service, as illustrated to the right. These signs indicate the point at which it is permissible to raise pantographs. These additional signs are located on the west side of Track 12 at the High Speed S&I facility, and are erected 61 feet north of the AC Motor Stop Sign on the north end and 61 feet south of the AC Motor Stop Sign on the south end. These signs are placed at a height that can be seen clearly from the cab of a Power Car. Lowered pantographs are not to be raised until the cab side window on the appropriate end of a high speed trainset is adjacent to these signs.



70-W1. SHOP OR OUT-OF-SERVICE EQUIPMENT TAGS

Yard crews must be alert for and immediately advise the Yardmaster or Train Director when "Shop" or "Out-of-Service" tags are found on any equipment in train consists.

94-W1. PUSH-PULL TRAINS

Rule 94, part (b), does not apply in Washington Terminal.

98-W1. END OF TRACK INDICATORS

End of track indicators displaying two red lights are installed at the south end of Station Tracks 7 through 16 to assist crews of arriving trains in locating the ends of these tracks. Although these indicators display red as their aspect, they do not indicate Stop.

98-W2. WYE BRIDGE SWITCHING CENTER

Movements through Wye Bridge Switching Center are governed by the indications of fixed signals controlled by the Train Director, K Tower. Control of yard tracks and authority to occupy tracks in Ivy City Maintenance Facility or Coach Yard must be granted in accordance with SI 98-W3.

Wye Bridge Switching Center is not an Interlocking, however Interlocking Rules 600 through 616 govern operations at Wye Bridge Switching Center.

All southward movements on 51 Trk must clear southern limits of Wye Bridge Switching center (Sig No. 613) prior to reversing movements, unless otherwise instructed by the Train Director.

98-W3. CONTROL OF YARD TRACKS

1. Coach Yard - Tracks 50, 51 and 52

The Train Director, K Tower, is in charge of Coach Yard tracks 50, 51 and 52. Signal indication will be authority to occupy these tracks.

98-W3. (Cont'd)

2. Ivy City - Car Shop and Locomotive Servicing Tracks

The following Ivy City Maintenance Facility tracks are designated Car Shop Repair and Locomotive Servicing Tracks.

Authority of the employee named must be obtained before any movement is made. Yardmaster may be contacted on channel 84-12 (WT-1). Mechanical personnel may be contacted on channel 69-16 (WT-2). High Speed Rail Foreman may be contacted on Yard Channel 1.

TRACKS	CONTROLLED BY
Trks 1 & 2, Main Shop, between derail on south end to fouling point of switch (No. 904) connecting with Trk 3 at north end	Engine House Foreman
Loco Storage 1 & 2, Track 23 between fouling point of switch (No. 988) connecting with Track 19 at south end and fouling point of switch (No. 940) connecting with Trk 9 at north end	Motor Pit Foreman
Trks 9, 10, 11 & 12, within High Speed Rail Building	High Speed Rail Foreman
Annex Building Trks 24, 25, 26 and Turntable Trk	Diesel Pit Foreman
Trk 35	Yardmaster
All other Ivy City Maintenance Facility trks, except trk 19 (Track 19 is not a shop track)	Employee who establishes blue signal protection; controlled by Yardmaster at other times

3. Yardmaster

The Yardmaster is in charge of movements on all other tracks in the Ivy City Maintenance Facility and Coach Yard. Crews who report for duty at Ivy City or Coach Yard or arrive at the Coach Yard from the Station, except Road VRE Crews, must contact the Yardmaster promptly for instructions. All Crews must contact the Yardmaster prior to occupying Short, East or West legs of Wye. **Authority to occupy any yard track does not insure that the track is clear of other movements or relieve employees from operating RESTRICTED SPEED.**

100-W1. COUPLING OUTBOUND ROAD LOCOMOTIVES TO EQUIPMENT

A Mechanical Department Car Inspector or Foreman must be present to observe, inspect and approve all couplings of outbound road locomotives to equipment when making up a train for departure. A coupling will not be considered complete until so inspected and approved.

100-W2. COUPLING TO AMTRAK INSPECTION CAR 10001

Equipment must not couple to or butt knuckles with Amtrak Inspection Car 10001 while in WT Station tracks without permission of the Train Director, K Tower.

104-W1. NORMAL POSITION OF HAND-OPERATED SWITCHES

The following switches must be returned to normal position after any reverse movement. East Leg Spur switch No. 810, West Wye Lead switch No. 824, and No. 968 switch leading from Ivy City Track 11 to Track C must be locked when not in use.

Location	Normal Position
COACH YARD	
East end of crossover from West Wye Lead to West Storage Lead (No. 824)	For West Storage Lead
Switch leading from East Leg to East Leg Spur track (No. 810)	For East Leg
IVY CITY	
Switch leading from Trk 11 to Trk C (No. 968)	For Trk 11
Switch leading from Trk 25 to Trk 27, South of Annex Building (No. 998) . . .	For Trk 27
Switch leading from Trk 27 to Trk 26, South of Annex Building (No. 915) . . .	For Trk 26

104-W2. POWER-ASSISTED MANUAL SWITCH

No. 820 turnout in Short Leg of Wye leading to West Leg, and No. 812 turnout in Short Leg of Wye leading to East Leg, are “Hydra” power-assisted manual switches.

Rule 104 applies to the use of this switch.

Switch must be manually lined for all trailing and facing movements. Facing point movements must come to a complete stop before switch is operated. Switch must not be operated while any movement is passing over the switch.

Switch is operated by pressing button in box adjacent to the switch for two seconds. If switch fails to complete movement for any cause, it will return to the original position. After operation, switch points must be examined to ensure points fit the rail properly.

106-W1. SEMI-AUTOMATIC SWITCHES

The following are in service as semi-automatic switches: No. 822, 1 Storage to 2 Storage; No. 915, Ivy City south end 26 Trk to 27 Trk; No. 948, 25 Trk north of Annex Building crossover to 24 Trk; No. 952, Ivy City north end 26 Trk to 27 Trk; No. 956, 27 Trk to Turntable Trk. All other hand operated switches must be lined for all trailing point moves.

116-W1. BACK-UP HOSE

A back-up hose must be used when backing or shoving cars in Washington Terminal. When an engine or control car is on the leading end of the backup movement, the Automatic Brake Valve or Emergency Brake Valve on that engine or control car may be used as a substitute for a back-up hose. Occupied passenger trains departing Washington may refer to SI 116-S2 when necessary to make a reverse move back into the terminal.

Exceptions:

1. Movement may be made without a back-up hose when conditions make it unsafe for the Conductor to ride on the leading car. In such a case, the Conductor must walk ahead of the train to direct movement.
2. Use of a back-up hose is not required when switching with 5 cars or less in Ivy City Maintenance Facility Shop tracks, or in the Coach Yard including Wye Bridge Switching Center.

116-W2. LOCATION OF ENGINEER: EXCEPTION TO SI 116-S1

Engineers may operate from other than the leading end of the movement when changing ends would occur between CP Avenue and CP Virginia, between Coach Yard and Ivy City Maintenance Facility, or at Wye Bridge Switching Center. Such movements must be made at Restricted Speed, not exceeding 15 MPH.

Note: This exception does not apply, and Engineers must operate from the leading end of:

1. High Speed Trainsets with a functional leading cab that are operating:
 - a. Southbound on station tracks 10 – 20,
 - b. In excess of 50 feet on Ivy City High Speed Maintenance Facility Tracks 9 – 12.
2. Single lite electric locomotives on which both operating compartments are functional.

When necessary to change ends as outlined in items 1 & 2 above, AMT-3 instruction 2.4, “Locomotive Air Brake Test”, does not apply. However, all other AMT-3 train handling rules and instructions apply.

165-W1. FORM D ISSUANCE & DELIVERY PROCEDURES

Form D Addresses:

Form D’s issued for the Washington Terminal District (WT Line) may use addresses that do not specify delivery locations.

Reporting for Duty Outside of the Northeast Corridor:

Conductors and Engineers of trains en route to the WT Line that report for duty at locations not on the Amtrak Northeast Corridor, or report at Washington for trains en route to outlying points, must check for Form D’s issued for the Washington Terminal District and delivered by fax. Employees must examine Form D’s for completeness and legibility, then communicate with K Tower to verify the number and date of each Form D received. Conductor and Engineer must both have a copy of each Form D. Failure to verify Form D’s will result in delay to the train at Washington.

Form D’s will be faxed to the following locations as required: Washington Transportation Building and Coach Yard VRE room, Crossroads, Broad Run, Richmond, Charlottesville, Newport News, Pittsburgh, CSX locations at Brunswick, Frederick, Jessup, Martinsburg and Riverside.

At locations where only one employee reports for duty, he must check and verify Form D as above, then deliver a copy of each Form D to the Conductor or Engineer with whom he will be working.

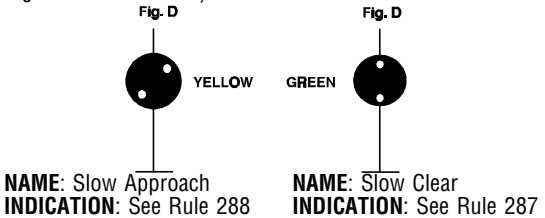
When a Conductor or Engineer is relieved after receiving Form D’s, they must be delivered to the relieving Conductor or Engineer in accordance with Rule 173.

When crew members make multiple trips during a continuous tour of duty, Form D’s received will remain in effect for all trips. Crewmember must notify K Tower that they will make multiple trips when verifying delivery of Form D.

Crew members given an interim period of release between trips must check and verify Form D’s when reporting for duty after the period of release.

277-W1. NON-CONFORMING ASPECTS

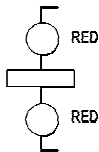
The following signal aspects, not in conformity with the typical aspects illustrated in the NORAC Operating Rules, are in service in Washington Terminal: (Except on Northward Signals at CP Avenue)



The following signal aspects illustrated in the NORAC Operating Rules will not apply in Washington Terminal, except on Northward Signals at CP Avenue: Rule 281, Fig. B (Clear) and Rule 285, Fig. B (Approach).

277-W2. NON-CONFORMING SIGNALS: FIRST STREET TUNNEL

The following signal aspect, not in conformity with the typical aspects illustrated in the NORAC Operating Rules is in service in the First Street Tunnel for southbound numbered signals 1367 at MP 136.7.



NAME: Restricting
INDICATION: See Rule 290

The signal aspects illustrated in the NORAC Operating Rules for Rule 291 will not apply to signals 1367.

550-W1. TRAIN NOT EQUIPPED WITH CAB SIGNALS

Trains without operative Cab Signals may operate on tracks where Cab Signal System rules are in effect. Such trains must operate at Restricted Speed and are governed by fixed signal indications. This exception does not apply to trains en route to the Main Line-Philadelphia to Washington.

613-W1. MOVEMENT OVER DERAILS

All split rail derails in Washington Terminal are self-restoring, with the exception of the split rail derail located on the south end of the Fumigation Track (Switch 620B).

Movements not governed by signal indication over derails located at the south ends of Station Tracks 22 through 29 must not be made without permission of the Train Director. This permission must include verification that derails are in proper position.

Before giving permission, the Train Director must confirm by model board indication that derails involved are in reverse (running) position and locked. When such situations are anticipated, the Train Director should throw and lock derails prior to initial movement over them. If position of derails cannot be confirmed, the Train Director must not give permission until train crew has verified that

613-W1. (Cont'd)

derails are in proper position for movement. After movements over derails are completed, the Train Director must return switch controls to the "NX" position to permit derails to restore.

701-W1. ENGINE RADIOS

Amtrak road engines must have radios tuned to channel 54-54. Yard engines must be tuned to Yard 1, channel 84-12. CSX freight and commuter trains will be tuned to the CSX road channel.

900-W1. DISPATCHER

Where the Operating Rules make reference to Dispatchers or Operators, such references will apply to the Train Director or Assistant Train Director K Tower.

900-W2. ASSIGNED TERRITORIES

Train Director K Tower: CP Avenue, exclusive to CP Virginia, exclusive.

902-W1. FORM D'S CP VIRGINIA

The CSX Dispatcher controlling CP Virginia will not be required to copy Form D Line 4 when the Line 4 limits extend to CP Virginia. Prior to issuing the Form D, the Train Director at K Tower must request blocking device protection from the CSX Dispatcher. The Train Director must record in his Form D book the name of the Dispatcher involved and the time the blocking devices are applied and removed.

952-W1. CSX INSPECTION REPORTS AND FORMS

Engineers operating MARC Commuter trains on the Northeast Corridor may accept the locomotive calendar day inspection, air brake test and cab signal test as noted on prescribed CSX forms. Amtrak's MAP 100 will continue to be used for noting any defects as well as ensuring safety seals have been applied and numbers properly noted.

MAIN LINE-PHILADELPHIA TO HARRISBURG (PH)

STATIONS		MP	INT	IS	PS	NOTES
ZOO	(36th St Connection) (Main Line-SEPTA)	2.3	X	X	...	9
STILES	R-Zoo	3.5	X	...	...	1
VALLEY	R-Overbrook (Ivy Ridge-SEPTA)	4.0	X	...	...	8
PAXON	R-Zoo	4.1	X	...	...	7
WOODBINE	R-Zoo	5.1	X	...	...	7
OVERBROOK		5.4	X	X	X	6
MERION		6.0	...	...	X	...
NARBERTH		6.8	...	...	X	...
WYNNEWOOD		7.5	...	...	X	...
ARDMORE		8.5	...	...	X	...
HAVERFORD		9.1	...	...	X	...
BRYN MAWR	R-Paoli	10.1	X	...	X	...
ROSEMONT		10.9	...	...	X	...
VILLANOVA		12.0	...	...	X	...
RADNOR		13.0	...	...	X	...
ST. DAVIDS		13.8	...	...	X	...
WAYNE		14.5	...	...	X	...
STRAFFORD		15.4	...	...	X	...
DEVON		16.5	...	...	X	...
BERWYN		17.5	...	...	X	...
DAYLESFORD		18.6	...	...	X	...
PAOLI		19.9	X	X	X	6
MALVERN		21.6	...	...	X	...
FRAZER	R-Thorn	23.9	X	...	...	...
GLEN	R-Thorn (Dale Secondary Trk., NS)	25.3	X	...	...	1
EXTON		27.5	...	...	X	...
WHITFORD		28.3	...	...	X	...
DOWNS	R-Thorn	32.1	X	...	...	...
DOWNINGTOWN		32.4	...	...	X	...
THORN	(No. 5 Running Trk)	35.0	X	X	...	3, 6
THORNDALE		35.3	...	...	X	...
CALN	R-Thorn (No. 5 Running Trk)	36.6	X	...	...	2, 3
COATESVILLE		38.4	...	...	X	...
PARK		43.9	X	...	...	6
PARKESBURG		44.2	...	...	X	...
GAP		51.2	...	...	...	...
LEAMAN	(Strasburg R.R.)	57.0	...	...	...	...
HOLLAND	R-Cork (New Holland Sec. Trk, NS)	66.1	X	...	...	11
CONESTOGA	R-Cork	67.7	x	...	...	...
LANCASTER		68.0	...	...	X	...
CORK	(Columbia Sec. Trk., NS)	68.1	X	X	...	6
LITITZ	R-Cork (Lititz Sec. Trk, NS)	70.1	X	...	...	10
MOUNT JOY		80.1	...	...	X	...

MAIN LINE-PHILADELPHIA TO HARRISBURG (PH)

STATIONS	MP	INT	IS	PS	NOTES
FLORIN	80.7	...	...	...	...
RHEEMS R-State	83.4	X	...	...	...
ELIZABETHTOWN	86.8	...	...	X	...
ROY R-State (Royalton Branch, NS)	94.3	X	...	...	...
MIDDLETOWN	94.7	...	...	X	5
STATE	104.6	X	X	...	6
HARRISBURG (Market St. Running Trk)	104.6	...	...	X	4
DIVISION POST (Pittsburgh Div. NS)	105.2	...	...	...	...
Mile Posts are numbered from Suburban Station (SEPTA). The direction from Zoo to Division Post is Westward. The direction at Zoo from 34th St. O.H. Bridge to connection with No. 2 & No. 4 tracks via 36th St. Tunnel is Eastward. Note 1: Interlocking Rules apply on Nos. 2 & 4 tracks only. Note 2: Interlocking Rules apply on Nos. 1 & 2 tracks only. Note 3: No. 5 Running Track controlled by Thorn. Note 4: Market St. Running Track between State & End of Track, controlled by State. Note 5: Rule 121(c) applies on No. 2 track. Note 6: Amtrak Road Radio Channel 35-35 in service. Note 7: Interlocking Rules apply on No. 4 track only. Note 8: Interlocking Rules apply on Nos. 1, 2, & 4 Valley Trks only. Note 9: In service as an Int Station with Amtrak Road Radio Channels 35-35 & 54-54, and Conrail Road Radio Channel 46-46. Note 10: Interlocking Rules apply on No. 2 & NS Lititz Secondary tracks only. Note 11: Interlocking rules apply to No. 2 & New Holland Secondary tracks only.					

240-G1. SIGNAL RULES and CURRENT OF TRAFFIC

251: On tracks where Rule 251 is in effect, the letter in parentheses () denotes the current of traffic: E=East, W=West, N=North, S=South. ABS Rules and CSS Rules 550 through 561 are in effect for movements with the current of traffic. Non-Signalled DCS Rules are in effect for movements against the current of traffic.

261: On trks where Rule 261 is in effect, ABS Rules & CSS Rules 550–561 are in effect for movements in both directions.

562: On tracks where Rule 562 is in effect, Rule 261, ABS Rules, and CSS Rules 550 through 563 (except Rules 554 and 556), are in effect for movements in both directions.

Int: Indicates interlocking rules are in effect.

Locations	Tracks from North to South				
	4	3	2	1	Notes
Eastern Limits Zoo & 34th St	...	...	...	...	1, 2
34th St & 44th St	...	...	...	...	3
34th St & 38th St	...	...	...	...	4
34th St & Connection with Nos. 2 & 4 trks via 36th St Tunnel	...	...	...	...	5
36th St. & 44th St	...	...	...	...	6
Connection with No. 3 trk NYP Line at Girard Int & Connection with No. 4 trk (Zoo Int) at 42nd St OH Br.	...	...	...	...	7
Zoo & Overbrook	...	...	...	261	8

240-G1. (Cont'd)					
Locations	Tracks from North to South				
	4	3	2	1	Notes
Zoo (44th St) & Stiles	...	...	Int	...	6
Zoo (44th St) & Valley: No. 4 Valley 251(W)					
Stiles & Overbrook	Int	...	261	...	11
Overbrook & Paoli	251(W)	261	251(E)	251(E)	...
Paoli & Glen	251(W)	...	...	251(E)	...
Glen & Downs	251(W)	...	261	251(E)	...
Downs & Thorn	251(W)	...	251(E)	251(E)	10
Thorn & Caln	251(W)	...	261	261	10
Caln & Conestoga	...	...	...	251(E)	...
Caln & Holland	251(W)	...	...	...	...
Holland & Lititz	...	...	Int	...	6
Conestoga & Cork	...	...	...	Int	12
Cork & Rheems	...	...	...	562	...
Lititz & Rheems	...	...	562	...	...
Rheems & State	...	...	562	562	9
Note 1: CSS Rules in effect on Nos. 1, 2 & 4 trks for movements in both directions. Note 2: CSS Rules in effect on No. 3 trk for westward movements. Note 3: CSS Rules in effect on No. 1 trk for eastward movements & on No. 4 trk for westward movements. Note 4: CSS Rules in effect on No. 4 trk for eastward movements. Note 5: Int & CSS Rules in effect on Nos. 2 & 3 trks in both directions, Girard Int to Zoo Int.; Trks controlled by Zoo. Note 6: CSS Rules in effect on No. 2 trk for movements in both directions. Note 7: Int & CSS Rules in effect on New York & Pittsburgh Subway trk for movements in both directions, Girard Int to Zoo Int. Controlled by Zoo. Note 8: CSS Rules in effect on No. 1 trk for eastward movements only. Note 9: CSS Rules in effect on No. 2 trk for westward movements, between east limits State & Int Signal located 1000 feet west of MP 104. CSS Rules in effect on No. 1 trk for eastward movements, between Int Signal located 1450 west of MP 104 & east limits State. Note 10: Within Thorn Int trks are designated Nos. 4, 3, 6, 5, 2 & 1. Note 11: CSS Rules in effect on No. 4 trk for movements in both directions. Note 12: CSS Rules in effect on No. 1 trk for movements in both directions.					

37-G1. PASSENGER TRAINS and FREIGHT TRAINS MAXIMUM SPEEDS and SPEED RESTRICTIONS, UNLESS OTHERWISE RESTRICTED

Locations and speeds shown in normal type are maximum authorized speeds. Locations and speeds shown in bold type are speed restrictions. Where speeds change at an interlocking and the specific point where the speed change occurs is not specified, the lower speed will apply through the entire interlocking. Where two speeds separated by a diagonal line are shown, the higher speed applies to HST's and trains handled by AEM-7 or HHP-8 Engine(s), and consisting exclusively of Amfleet, Horizon, Capitoline control cars or MARC III control/coach cars. The lower speed applies to all other passenger train consists.				
PASSENGER TRAINS				
Between/At	Tracks			
	No. 4	No. 3	No. 2	No. 1
Eastward Limits Zoo and 34th St. OH Br.	30	30	30	30

37-G1. (Cont'd)				
PASSENGER TRAIN SPEEDS				
Between/At	Tracks			
	No. 4	No. 3	No. 2	No. 1
34th St. OH Br. & Connection with NYP No. 2 & No. 4	...	30	30	...
34th St. OH Br. & MP 3	50	...	30	50
Zoo: New York-Pitts. Subway 15 MPH				
MP 3 & Western Limits Zoo	30	...	30	30
West Limits Zoo & West Limits Valley	...	...	60	60
No. 4 Valley Trk 15 MPH				
West Limits Valley & East Limits Overbrook	...	...	60	65
Stiles & East Limits Overbrook	60	...	...	...
Within Overbrook Int.	70	30	50	65
West Limits Overbrook & East Limits Paoli Int.	70	80	80	70
Cv between Merion & Narberth	60	65	65	60
Within Bryn Mawr Int.	...	50	50	...
Cv East of Rosemont	...	75	75	...
Cv West of Rosemont	...	75	75	...
Cv at Radnor	...	75	75	...
Cv East of St. Davids	60	60	60	60
Cv West of Devon	65	70	70	65
Cv East of Berwyn	50	50	50	50
Within Paoli Int.	65	30	30	60
West Limits Paoli & Glen	90	...	...	90
First 3 Cvs West of MP 21	75	...	...	75
Glen & Downs	90	...	30	90
First & Second Cvs West of Signal 295	60	...	30	60
Downs & West Limits Thorn	90	...	30	90
Within Thorn Int.	...	10	15	...
No. 5 Trk. 10 MPH				
West Limits Thorn & West Limits Caln	90	...	30	90
West Limits Caln & East Limits Park	90	...	15	90
Within Park Int.	70	30	15	70
West Limits Park & MP 50	110	...	...	110
Cv West of MP 47	80	...	...	80
Cvs between MP 48 & MP 50	100	...	...	100
MP 50 & MP 54	90	...	...	90
Cv East of Gap	80	...	...	80
Cv at Gap	55	...	...	55
Cv West of Gap	55	...	...	55
Cv at MP 53	80	...	...	80
MP 54 & MP 63	110/ 105	...	...	110/ 105
Cv at MP 56	95	...	...	...

37-G1. (Cont'd)				
PASSENGER TRAIN SPEEDS				
Between/At	Tracks			
	No. 4	No. 3	No. 2	No. 1
Cv MP 57.4 & MP 57.6	105	...	...	...
Cv East of MP 59	95	...	...	95
Cv MP 59.6 & MP 59.7	100	...	...	...
Cv West of MP 60	80	...	...	80
Cv West of MP 61	80	...	...	80
MP 63 & East Limits Holland Int.	110	...	...	...
MP 63 & MP 66	...	...	...	110
Cv MP 63.6 & MP 63.8	95	...	...	...
East Limits of Holland & West Limits of Lititz	...	...	60	...
MP 66 & MP 70	...	...	...	60
Conestoga & Cork				
No. 7 Track				30 MPH
Eastward Tail Track				10 MPH
West Limits Lititz Int. & MP 74	...	...	95	...
MP 70 & MP 74	...	...	...	95/ 90
MP 74 & MP 78	...	...	90	90
Cv MP 77.1 & MP 77.3	...	...	...	85
MP 78 & New Comers Rd Xing (MP 79.3)	...	...	70	90
New Comers Rd Xing (MP 79.3) & MP 80	...	...	110	70
MP 80 & MP 84	...	...	110	110
MP 80.7 & MP 81	...	...	80	80
Cv MP 81.5 & MP 82.1	...	...	100	90
Cv MP 83.6 & MP 84.3	...	...	100	100
MP 84 & Roy	...	...	100	100
Cv MP 84.7 & MP 85.4	...	...	80	80
Cv MP 85.9 & MP 86.8	...	...	80	70
Cv MP 90.8 & MP 91.2	...	...	...	95
Cv MP 92.9 & MP 93.5	...	...	80	80
Cv MP 93.5 & MP 94.0	...	...	90	90
Roy & East Limits State Int.	...	...	110	110
Cv west of Middletown	...	...	80	80
Cv east of MP 96	...	...	...	105
Cv MP 97 (Incl. UG Br 97.04)	...	...	...	100
Cv west of MP 102	...	...	...	100
MP 103.3 & East Limits State Int			70	70
East Limits State Int. & Int. Signal 1000 feet west of MP 104	...	...	50	50
Int signal 1000 feet west of MP 104 & Division Post All tracks 15 MPH				
FREIGHT TRAIN SPEEDS				
Between/At	Tracks			
	No. 4	No. 3	No. 2	No. 1
East Limits Zoo & 34th St. OH Br.	10	10	10	10
34th St. OH Br. & Connection with NYP No. 2 & No. 4 Tracks via 36th St. Tunnel	...	10	10	...

37-G1. (Cont'd)				
FREIGHT TRAIN SPEEDS				
Between/At	Tracks			
	No. 4	No. 3	No. 2	No. 1
34th St. OH Br. & MP 3	20	...	20	20
Zoo: New York-Pitts. Subway 10 MPH				
MP 3 & West Limits Zoo	20	...	20	20
West Limits Zoo & East Limits Overbrook	20	...	30	20
No. 4 Valley 10 MPH				
Within Overbrook Int.	20	20	20	20
West Limits Overbrook & MP 7	35	25	25	25
MP 7 & MP 12	35	30	30	30
MP 12 & Devon	40	35	35	35
Devon & East Limits Paoli Int.	40	40	40	40
Within Paoli Int.	20	20	20	20
West Limits Paoli & Glen	40	...	...	50
Glen & Downs	50	...	25	50
First & Second Cvs west of Signal 295	40	...	...	40
Downs & West Limits Thorn	50	...	25	50
Within Thorn Int.	...	10	10	...
No. 5 Track 10 MPH				
West Limits Thorn & Caln	50	...	10	40
Caln & East Limits Park	50	...	10	50
Within Park Int.	40	25	10	40
West Limits Park & MP 63	50	...	...	50
Cv at Gap	40	...	...	40
Cv west of Gap	40	...	...	40
MP 63 & MP 66	40	...	...	50
MP 66 & East Limits Conestoga	...	...	40	30
East Limits Conestoga & West Limits of Cork	...	...	20	20
Conestoga & Cork				
No. 7 Track 30 MPH				
Eastward Tail Track 10 MPH				
West Limits Cork & Roy	...	...	...	40
West Limits Lititz & Roy	...	...	40	...
Roy & State	...	...	40	45
East Limits State Int & Division Post All tracks 10 MPH				

37-G2. SPEEDOMETER CHECKING-MEASURED MILES

The distance between the sets of Mile Posts listed below is a measured mile. White marker posts are installed on both sides of the track at these locations.

MP 9 - MP 10	MP 24 - MP 25	MP 88 - MP 89
MP 14 - MP 15	MP 41 - MP 42	MP 100 - MP 101

37-G3. MAXIMUM SPEEDS-RUNNING TRACKS

Track	Between	And	Restricted Speed not exceeding
No. 5	Caln	Thorn	10 MPH

37-G4. MAXIMUM SPEEDS, OTHER TRACKS

Location	Track(s)	Restricted Speed not exceeding
State	East Leg of Wye	5 MPH
State	All trks within Dock St Yard	5 MPH
All Yard Tracks, Industrial Tracks and Public Delivery Tracks connected with Amtrak Main or Running Tracks		10 MPH

37-G5. WRECK and WIRE TRAINS

Between:	Wire Train	Boom Trailing	Boom Forward
		Miles Per Hour	
		Wreck	Wreck
Zoo & Paoli	50	40	30
Paoli & Park	40	40	30
Park & Division Post MP 105.2	50	40	30
Note: Where speed of freight trains is slower than the speeds shown in this instruction, the freight train speed must not be exceeded.			

37-G6. PASSENGER TRAINS WITH NON-PASSENGER CARRYING CARS IN CONSIST

A. Mixed Consist Trains of 14 cars or Less: Mixed consist trains of 14 cars or less may operate at passenger train speeds when they have at least one passenger carrying car for each non-passenger carrying car in consist. Mixed consist trains of 14 cars or less that do NOT have at least one passenger carrying car for each non-passenger carrying car, may operate at passenger train speeds, not exceeding the additional speed restrictions shown in item (D) below.

B. Mixed Consist Trains of 15 Cars or More: Mixed consist trains of 15 cars or more may operate at passenger train speeds, not exceeding the additional speed restrictions shown in item (D) below, when their consist includes:

1. At least 4 Amfleet, Horizon, Viewliner, or Heritage sleeper cars, **AND**
2. No more than 15 of the following cars in consist: 1500 series MHC cars, or 1000 or 1200 series baggage cars, **AND**
3. No more than a total of 30 cars.

Mixed consist trains that do not meet the above requirements must operate at freight train speeds.

C. Trains Consisting Exclusively of Non-Passenger Carrying Cars: Trains consisting exclusively of non-passenger carrying cars may operate at passenger train speeds, not exceeding the additional speed restrictions

37-G6. (Cont'd)

shown in item (D) below, when their consist includes:

- 1. No more than 10 of the following cars in consist:
1500 series MHC cars, or 1000 or 1200 series baggage cars, **AND**
- 2. No more than a total of 25 cars.

Trains consisting exclusively of non-passenger carrying cars that do not meet the above requirements must operate at freight train speeds.

D. Additional Speed Restrictions for Trains Referenced in Preceding Sections “A” thru “C”: The following additional speed restrictions apply to trains referenced in preceding sections “A” through “C”:

Between/At	Tracks	
	No. 4	No. 1
34th Street OH Br & MP 3	40	...
West Limits Zoo & West Limits Valley	...	50
Stiles & East Limits Overbrook	50	...
Within Overbrook Int.	60	...
West Limits Paoli & Glen	70	85
Glen & Downs	85	...
West Limits Cork & MP 73	...	80
Roy & State	...	85

Note: The terms “mixed consist train”, “passenger carrying car”, and “non-passenger carrying car” are defined in Amtrak’s Air Brake and Train Handling Instructions (AMT-3).

40-G1. ENGINE AND EQUIPMENT RESTRICTIONS

The numbers shown in the columns to the right of each listed location specify the maximum dimension engines and equipment that may be operated. Engine and equipment dimension specifications are assigned in S.I. 37-S5 (page 291) for equipment authorized to operate on the NEC.

Notes shown in parentheses in the location column are defined at the end of the table.

Location	Tracks				
	4	3	2	1	Other
Zoo: 36th Street Tunnel	...	4	4	...	...
Zoo—Overbrook (a)	4	4	5	3	
N.Y.& P. Subway-Zoo	...	...	...	...	4
Overbrook & Paoli	4	5	5	4	...
Paoli & Glen	5	...	...	5	...
Glen & Downs	6	...	6	6	
Downs & Thorn	6	...	6	6	
Thorn & Park	6	...	6	6	
Park & Cork	6	...	...	6	
Cork & Roy	...	...	6	6	...
Roy & State	...	...	5	5	...
Roy & State, Via Royalton Br.	...	...	...	...	6
Harrisburg: Station Trks 5, 6, 7, 8	5	5	5	5	5

Notes:
(a) Crews are limited to using **1** (one) locomotive when switching on the WBY Trk.

41-G1. NS TRACK GEOMETRY CARS

Norfolk Southern Track Geometry Cars Nos. 31, 33⁽¹⁾, 34 and 48 are cars that must be pulled by an engine. Their maximum speed is 50 MPH. Because of clearance concerns, movement must be made at Restricted Speed while passing high-level station platforms, and these cars may operate **only** on the following routes:

Location	Acceptable Routes
Cork-Thorn	Trks 1 & 4 (2 trk within Cork Int)
Thorn-Downs	Trks 2 & 4
Downs-Glen	Trks 2 & 4
Note 1: Car No. 33 is prohibited from passing high level platforms, except for the mini high platform on No. 4 track at Thorndale, and the mini high platforms at Exton.	

41-G2. CARS EXCEEDING 263,000 POUNDS

NS Trains containing cars with gross weight not exceeding 286,000 pounds may operate on all tracks, Cork to Roy.

43-G1. CLOSE EQUIPMENT CLEARANCE: 42ND STREET OVERHEAD BRIDGE

Due to close overhead clearance, the Brown Hoist and Speno Ballast Cleaning Equipment and track sweepers must not be moved on No. 1 track under 42nd St. OH Br.

43-G2. CLOSE CLEARANCE: EMPLOYEES

- Bryn Mawr:** Caution must be exercised at the west end of No. 4 track due to close clearance with partial high level platform.
- Exton:** Caution must be exercised at the west end of No. 4 track and east end of No. 1 track due to close clearance with partial high level platforms.
- Harrisburg:**
 - Caution must be exercised when getting on and off engines at the west end of Nos. 6 and 7 tracks, due to close clearance with train shed roof.
 - Caution must be exercised due to close clearance with water stanchions placed between tracks. Except for No. 4 Track, employees must not ride on the side of equipment on any station track.
 - Employees using passageways under high platforms must exercise caution due to restricted vertical clearance, possible tripping hazards and moving equipment on adjacent tracks.
 - Close clearance exists between No. 1 Main Track and B-C Lead Track of Dock Street Yard, west of Route 83 OHBr, MP 103.4. Employees must not ride on side of equipment in this area.

72-G1. TRAIN INSPECTION DETECTORS

Type of Detector	MP Location	Direction of Operation	Tracks(s)	Recorder Location	Notes
HBD	16.3	East & West	3 & 4	Paoli	...
RA HB/DED	23.9	East & West	1	Frazer	1, 2

72-G1. (Cont'd)					
Type of Detector	MP Location	Direction of Operation	Tracks(s)	Recorder Location	Notes
RA HB/DED	42.3	East & West	1 & 4	Pomeroy	1, 2
RA HB/DED	64.3	East & West	1 & 4	High Steel	1, 2
RA HB/DED	89.7	East & West	1 & 2	Conewago	1
Note 1: SI 72-S1 (page 314) applies.					
Note 2: Detectors transmit on Road Radio channel 35-35.					

72-G2. CARS WITH 6 AXLES

Private or Business cars which have six axles, must not exceed 100 MPH while passing over wayside hot box detectors.

In accordance with S.I. 34-S4 (page 279), Conductors in charge of trains with one or more of these cars in consist must notify their Engineer in writing of this restriction prior to leaving initial terminal (unless maximum speed for engine is 100 MPH or less).

98-G1. MOVEMENT ON NON-MAIN TRACK

EJ Track in service (Rule 98 in effect), from a barricade erected at MP 3 (42nd St. OH Br) west to Stiles Interlocking.

104-G1. NORMAL POSITION OF SWITCHES AND CROSSOVERS AT SPECIFIED LOCATIONS:

Switch location	Connecting	With	Normal Position is for Movement	Note
Penn Coach Yard	Car Washing Trk	Run Down & No. 37 Trk	Through on Washing Trk	...

104-G2. SWITCHES EQUIPPED WITH ELECTRIC LOCKS

The following switches are equipped with an electric lock. Permission to remove the padlock from the keeper must be obtained from the employee listed.

Location	Track	Switch	Controlled by	Notes
Downingtown	No. 4	Chester Valley Yard	Thorn	...
Leaman	No. 1 & No. 4	Crossover	...	1
MP 66.8	1	Tail Track	Cork	2
Cork	All hand operated switches within Int		Cork	...
MP 74.13	1	Kellogg	State	...
MP 75.29	1	Snively Lumber	State	...
MP 77.79	1	Esbensshade Feed	State	...
MP 77.99	2	Patricks	Cork	...
MP 78.48	2	Penfield Feed	Cork	...
MP 78.8	2	Mount Joy Wire	Cork	...

104-G2. (Cont'd)				
Location	Track	Switch	Controlled by	Notes
MP 81.01	2	Old Line	Cork	...
MP 81.08	1	Florin Feed	State	...
MP 81.54	2	Florin House	Cork	...
MP 83.9	1	Wenger Feed	State	...
MP 86.7	2	M&M Mars	State	...
MP 90.2	2	Conewago Ind. Trk.	State	...
MP 92.3	2	Metropolitan Edison	State	...
MP 95.2	2	M&H Railroad	State	...
MP 103.3	1	Dock St. Yard	State	...
Note 1: After permission has been obtained from the Dispatcher or Operator, switch lock may be removed as follows: Depress treadle on electric lock to remove switch lock. After switch lock has been removed from keeper, a period of approximately five (5) minutes and thirty (30) seconds must elapse before electric lock can be released. After electric lock releases, step on bottom treadle to release handle of switch mechanism. Switch lock must be replaced in keeper after switch is returned to normal position for restoration of signals. Note 2: Electric lock switch on No. 1 trk must be reversed before operation of hand-operated derail on Tail Trk.				

132-G1. TRACKS AND SWITCHES OUT OF SERVICE

The tracks and switches listed below are out of service for train movements, except when such movements are personally supervised by an MW Foreman or MW Supervisor, or when movement consists entirely of track cars.

If a remotely controlled switch provides access to an affected track, the Operator or Dispatcher must apply blocking device protection to prevent the accidental routing of trains to that track. If a hand operated switch provides access to an affected track, the last Engineering Department employee to use the switch must spike the switch to prevent its accidental use.

Location	Track/Switch
Penn Coach Yard	Rundown, Car Wash, & Wall tracks
Stiles-Girard	E. J. Track
Overbrook	Dump Siding Trk
Paoli	Fill out Trk
Downs & Barricade at MP 34	No. 2 Track
Caln & Park	No. 2 Track
Cork Int	Plug Track

138-G1. PUBLIC CROSSINGS AT GRADE

Column 1: Apparatus provided to automatically interrupt operation of highway crossing protection, including motion sensing detectors and/or predictors. Rule 138(g)(3) applies.

Column 2: Apparatus provided to interrupt operation of crossing protection manually by manipulation of a lever, plug or push button generally located on the signal control case close to the crossing.

Column 3: Circuitry will automatically interrupt crossing protection when switches, located within the activation circuit of the crossing, are reversed. After protection has been interrupted, trains must not occupy the crossing until the protection has been operating for at least 20 seconds, or if equipped with gates, they are in the horizontal position.

MP	CROSSING	TRACKS	1	2	3	NOTES
59.2	Irishtown Rd	1 & 4	...	X	...	...
77.8	Eby Cheques Rd	1 & 2	...	X	X	...
79.3	New Comers Rd	1 & 2	...	X	X	...
100 ft. west of east limit Roy Int	Route 441	Single (Royalton Branch)	X	X	...	...

138-G2. MAIBACH PROPANE INDUSTRIAL TRACK AT EBY CHEQUES ROAD, MP 77.8

To avoid hazardous back up of highway traffic across Eby Cheques Road crossing, crews serving the Maibach Propane Industrial Trk (which crosses Eby Cheques Road immediately north of the PH Line) must push button in locked box to manually operate automatic highway warning devices. Before occupying highway crossing, crews must ensure that warning devices are operating and gates are in horizontal position. If manual operation malfunctions, Operator at Cork must be contacted for instructions before occupying crossing. Once movement has cleared the crossing, button must be pulled to cancel operation.

241-G1. STOP SIGNALS

In the application of **Rule 241**, when **Stop Signal** is displayed on a signal at the following locations, the authority to pass it must be obtained through the employee listed below:

Location	Track	Governing Movements	Authority Obtained from
495 feet West of MP 57	No. 1	Eastward	Opr. Leaman (See Note)
320 feet East of MP 57	No. 4	Westward	

Note: When Leaman TBS is not in service, authority must be obtained from open Int. Station to the rear. When non-signalled DCS Rules have been substituted for ABS Rules on both sides of Leaman, the unnumbered automatic block signals are removed from service.

242-G1. PAXON: IMPERFECTLY DISPLAYED SIGNALS

The most restrictive indication that can be given by dwarf signal 55W is Restricting. Signal 55W governs westward movements on the SEPTA Maintenance Yard track, and is located 50 feet west of the crossover connecting No. 4 track to the SEPTA Maintenance Yard track.

242-G2. FRAZER: IMPERFECTLY DISPLAYED SIGNALS

The most restrictive indication that can be given by dwarf signals Nos. 55W and 66W is Restricting. Signal 55W governs westward movements on the Storage track, and is located 286 feet east of MP 24. Signal 66W governs westward movement on the East End Yard Lead, and is located 286 feet east of MP 24.

277-G1. ROY: SIGNAL ON LEFT

Home signal governing westward movement on No. 1 track located to the left of No. 1 track.

294-G1. SLIDE PROTECTION

Slide detector apparatus is in service between MP 90 and MP 90.2. The slide detector limits are marked by "SP" signs located at MP 89 and MP 91.

Trains operating between MP 89 and MP 91 that receive a cab signal aspect change to Restricting must operate through the slide detector limits prepared to stop short of an obstruction on the track.

Trains with inoperative cab signals and trains governed by DCS Rules (Rule 406 DCS substitution for ABS) must approach the slide detector prepared to stop short of an obstruction, and must not exceed Restricted Speed through the limits of the slide detector.

These restrictions apply to the head end only.

551-G1. TESTING SECTIONS

In addition to those at terminals, located:

Harrisburg-Nos. 6, 7 and 8 tracks.

706-G1. RADIO FREQUENCIES

Radio channel 35-35 is in service between the western limits of Zoo Interlocking and Division Post MP 105.2. Westward trains entering Zoo Interlocking must use channel 54-54 when requesting a radio check from Zoo Interlocking Station (See S.I. 701-S1, page 361), but must change over to channel 35-35 upon departing Zoo Interlocking. A second radio check on channel 35-35 is not required. Eastward trains must change from channel 35-35 to channel 54-54 upon entering Zoo Interlocking, but do not need to make a radio check. (A radio test on one channel indicates that both channels are operative.)

807-G1. TRACK CAR MOVEMENTS THROUGH PARK INTERLOCKING

When Park Interlocking Station is closed, track cars with Form D lines 2 and 3 authority to operate on the affected track may accept an interlocking signal to enter the ABS or DCS territory beyond Park Interlocking, since the interlocking signals are set to automatically display when track circuit and switch conditions permit.

900-G1. DISPATCHERS: ASSIGNED TERRITORIES

Section B Dspr:

- Paoli (exclusive) to Division Post MP 105.2, Monday through Friday, 8:00 AM to 4:00 PM

Section C Dspr:

- Zoo to Paoli (inclusive), Monday through Friday, 8:00 AM to 4:00 PM
- Zoo to Division Post MP 105.2, Monday through Friday, 4:00 PM to 8:00 AM

Weekend Modification—From 8:00 AM Saturday through 8:00 AM Monday:

Section C Dspr:

- Zoo to Division Post MP 105.2

940-G1. WESTBOUND HARRISBURG

950-G1. TRAINS

Crews of westbound trains arriving at Harrisburg must contact the Train Director at State for instructions and must not leave train until released by the Train Director.

Note: This instruction does not apply to through trains at Harrisburg.

36TH STREET CONNECTION (36SC)

STATIONS	MP	INT	PS	NOTES
ZOO (ML-New York to Philadelphia) (ML-Philadelphia to Harrisburg) (ML-SEPTA)	0.0	X	...	...
PENN R-CETC 5 TD (ML-Philadelphia to Washington)	0.9	X	...	...
The direction from Zoo to Penn is eastward. Note: The 36th St. Connection extends from the connection with the PH Line at Zoo to the connection with the PW Line at Penn.				

240-C1. SIGNAL RULES and CURRENT OF TRAFFIC

Int. indicates interlocking rules in effect.

Location	Tracks from North to South		Notes
	No. 4	No. 1	
Zoo (Connection with PH Line) and Penn (Connection with PW Line)	Int	Int	1
Note 1: CSS Rules in effect for westward movements on No. 4 track, and for eastward movements on No. 1 track.			

37-C1. PASSENGER TRAINS and FREIGHT TRAINS MAXIMUM SPEEDS and SPEED RESTRICTIONS, UNLESS OTHERWISE RESTRICTED

PASSENGER TRAIN SPEEDS		
Between/At	Tracks	
	No. 4	No. 1
Zoo (Connection with PH Line) and Penn (Connection with PW Line)	30	30
FREIGHT TRAIN SPEEDS		
Between/At	Tracks	
	No. 4	No. 1
Zoo (Connection with PH Line) and Penn (Connection with PW Line)	10	10

40-C1. ENGINE AND EQUIPMENT RESTRICTIONS

The numbers shown in the columns to the right of each listed location specify the maximum dimension engines and equipment that may be operated. Engine and equipment dimension specifications are assigned in S.I. 37-S5 (page 291) for equipment authorized to operate on the NEC.

Notes shown in parentheses in the location column are defined at the end of the table.

Location	Tracks		
	1	4	Other
Zoo & Penn	5	5	5

43-C1. CLOSE CLEARANCE

Due to close clearance between tracks, crew members must request protection from the CETC 5 TD before riding the side of a material handling car to direct a shoving move southward from the 36th St. Connection to 30th St. Station. Crew members must notify the CETC 5 TD when the movement has been completed.

900-C1. DISPATCHERS: ASSIGNED TERRITORIES

CETC-5 Dspr: Penn.

Section C Dspr: Zoo.

LEHIGH LINE CONNECTION (LLC)

STATIONS	MP	INT	PS	NOTES
HUNTER R-Dock (ML-New York to Philadelphia)	0.0	X	...	...
HIGH R-Dock	0.3	X	...	1
DIVISION POST (CRC)	0.6	...	...	1, 2
NK (Lehigh Line - CRC)	11.4	X	...	3
The direction from Hunter to NK is westward. Note 1: Mile Post distances are measured from Hunter. Note 2: Division Post between Amtrak and CR located at eastward limit NK. Note 3: Conrail MP designation.				

240-L1. SIGNAL RULES and CURRENT OF TRAFFIC

Int. indicates interlocking rules in effect.

Location	Tracks from South to North		Notes
	No. 7	No. 6	
Hunter & High	Int	Int	1
High & NK	...	Int	2
Note 1: CSS Rules in effect for movements in both directions.			
Note 2: CSS Rules in effect for westward movements only.			

37-L1. PASSENGER TRAINS and FREIGHT TRAINS MAXIMUM SPEEDS and SPEED RESTRICTIONS, UNLESS OTHERWISE RESTRICTED

PASSENGER TRAIN SPEEDS		
Between/At	Tracks	
	No. 7	No. 6
Hunter & High	30	45
High & NK	...	45
FREIGHT TRAIN SPEEDS		
Between/At	Tracks	
	No. 7	No. 6
Hunter & High	10	10
High & NK	...	10

40-L1. ENGINE AND EQUIPMENT RESTRICTIONS

The numbers shown in the columns to the right of each listed location specify the maximum dimension engines and equipment that may be operated. Engine and equipment dimension specifications are assigned in S.I. 37-S5 (page 291) for equipment authorized to operate on the NEC.

Notes shown in parentheses in the location column are defined at the end of the table.

Location	Tracks		
	7	6	Other
Hunter & NK	5	5	...

900-L1. DISPATCHERS: ASSIGNED TERRITORIES

Section B Dspr: Hunter (inclusive) to NK (exclusive).

SYSTEM SPECIAL INSTRUCTIONS

A-S1. COMMUTER TRAIN SCHEDULES

Trains of the following agencies will be governed by their public schedule while operating over Amtrak territory: CDOT, MARC, MBTA, NJT, SEPTA and VRE. Trains governed by the MARC Penn Line public schedule may depart Washington a minute later than the scheduled leaving time, if required by station work. Employees whose duties are affected by these trains must have a copy of the applicable public schedules in their possession while on duty.

A-S2. SAFETY INSTRUCTIONS

Train & Engine service employees, Mechanical Department employees, and Dispatchers & Operators are required to know the Safety Instruction of the day, including its meaning, intent and application. Conductors and Engineers will ensure that other members of their crew know and fully understand the instruction.

Train and Engine Service employees of other railroads will be governed by the home railroad Safety Rules.

A-S3. AIR BRAKE INSTRUCTIONS

Train and Engine Service employees of other Railroads will be governed by their home railroad air brake and train handling instructions, except as modified by AMTRAK Special Instruction.

A-S4. BOOKS IN EFFECT

The following books are in effect:

- ▶ NORAC Operating Rules, Ninth Edition, effective April 6, 2008. (Applies to all employees)
- ▶ Electrical Operating Instructions (AMT-2), revised and reissued November 15, 2005. (Applies to **all** employees who work in Amtrak electrified territory)
- ▶ Standards of Excellence (NRPC 2525), issued January 1, 1995. (Applies to all Amtrak employees.)
- ▶ Air Brake and Train Handling Instructions (AMT-3), revised & reissued January 5, 2009. (Applies to Amtrak Train & Engine Service and Mechanical Employees)
- ▶ Special Instructions Governing Operation of Signals and Interlockings (AMT-4), effective August 3, 1980, revised and reissued June 1, 2004. (Applies to Amtrak Dispatchers and Operators)
- ▶ NEC Train Dispatcher's Manual of Instructions, System, Boston, New York & Philadelphia Office Sections reissued October 15, 2006. System section revised August 4, 2008; Boston Office section revised July 21, 2008. (Applies to Amtrak Dispatchers)
- ▶ Safety Instructions for Transportation Employees On Or About Locomotives, Cars or Equipment (AMT-5), issued January 5, 2009. (Applies to Amtrak Train & Engine Service employees, Dispatchers, Operators and Yardmasters)
- ▶ Safety Rules & Instructions for Amtrak Maintenance of Equipment Employees (NRPC-1905), effective June 1, 1992. (Applies to Amtrak Mechanical employees)
- ▶ Roadway Worker Protection Manual, revised Jan. 1, 2001. (Applies to Roadway Workers & Conductor Flagmen responsible for their protection)

A-S4. (Cont'd)

- ▶ Service Standards for Train Service & On-Board Service Employees, Manual No. 4, effective 12:01 AM, April 15, 2008. (Applies to Amtrak Train Service & OBS Employees)
- ▶ Amtrak System General Road Foreman Notices, issued January 1, 2008. (Applies to Amtrak Engine Service Employees)
- ▶ Amtrak High Speed Trainset En Route Troubleshooting Guide, Version 2, issued May 2, 2007; revised June 30, 2008. (Applies to Amtrak Train and Engine service employees who operate HST equipment)
- ▶ United States Hazardous Materials Instructions for Rail, Conrail/NS HM-1, effective April 1, 2009 (Applies to employees involved in movement of Hazardous Materials)
- ▶ Northeast Corridor Employee Timetable Appendix A, "Emergency Procedures for North River, East River and Empire Tunnels." (Applies to all employees who operate through these tunnels)

B-S1. GOOD FAITH CHALLENGE

This instruction is intended to provide a mechanism for an employee to appeal, if the employee believes in good faith that a supervisor's instructions will cause the employee to violate one or more of the operating procedures governed by Federal Regulation 49CFR218 Subpart F, which pertains to shoving movements, leaving equipment in the foul of an adjacent track, and handling of hand-operated switches & fixed derails.

1. Right to Challenge

Federal Regulations have provisions that allow an employee the right to challenge a directive which, based upon the employee's good faith determination, would violate a railroad operating rule or special instruction relating to:

- Shoving movements,
- Leaving equipment in the foul of an adjacent track,

or

- Handling of hand-operated switches or fixed derails.

These Federal Regulations are not intended to abridge any rights or remedies available to the employee under collective bargaining agreements or Federal law.

2. Good Faith Challenge Procedure

- a. An employee may inform a supervisor issuing a directive that a good faith determination has been made that the directive would violate a railroad operating rule or special instruction relating:

- Shoving movements,
- Leaving equipment in the foul of an adjacent track,

or

- Handling of hand-operated switches or fixed derails.

When informing the supervisor of their belief that the directive would result in a violation, the employee must clearly explain how the directive will cause a violation.

- b. The supervisor will not require the employee to comply with the directive until the challenge is resolved. However, the supervisor may:

- Require the challenging employee to perform other tasks not related to the challenge until the challenge is resolved,

B-S1. (Cont'd)

or

- Direct an employee, other than the challenging employee, to perform the challenged task before the challenge is resolved. Employee so directed will be informed of the challenge, and determine that the challenged task does not violate the rules.

3. Resolving the Good Faith Challenge

- a. A challenge may be resolved by one of the following:
 - The supervisor's acceptance of the employee's request,
 - The employee's acceptance of the supervisor's directive,
 - The employee's agreement to a compromise solution acceptable to the person issuing the directive.
- b. If the challenge cannot be resolved because the supervisor issuing the directive has determined that the employee's challenge has not been made in good faith, or there is no alternative to the direct order, the railroad will:
 - Provide immediate review by at least one manager, which must not be conducted by the supervisor issuing the challenged directive or that supervisor's subordinate,
 - Resolve the challenge using the same options available for resolving the challenge as the initial supervisor.
- c. If the manager making the final decision concludes that the challenged directive would not cause the employee to violate any requirement of the involved rules, the reviewing manager's decision shall be final and not subject to further immediate review.
 - The manager will inform the employee that Federal law may protect the employee from retaliation, if the employee's refusal to do the work is a lawful, good faith act.
 - The employee making the challenge will be afforded an opportunity to document, in writing or electronically, any protest to the manager making the final decision before the employee's tour of duty is complete. The employee will be afforded the opportunity to retain a copy of the protest.

4. Request for Review and Verification of Decision

Upon written request, at the time of the challenge, the employee has the right for further review by the Senior Director - System Operating Practices. Within 30 days after the expiration of the month during which the challenge occurred, the Senior Director - System Operating Practices will verify the proper application of the rule in question. The verification decision shall be made in writing to the employee.

C-S1. NOTICE OF BLOCK TRAINING ATTENDANCE

Amtrak Transportation employees will be assigned to attend specific Block Training sessions for annual training. Names of employees selected for training will be published in Division Notices or Division General Notices in the month preceding their scheduled session. Attendance in the assigned class is mandatory. Selected employees must contact their supervisor to obtain travel and hotel accommodation information, when necessary. Authority to stay over at a hotel must be pre-approved through your supervisor. Train & Engine and On-Board Services employees will be automatically marked off by Crew Management to attend their Block Training session. All other employees should mark off through their normal processes. **Employees are required to mark up for duty upon return to their crew base immediately following the completion of their class.** Employees who have a conflict with their scheduled session date must contact their supervisor sufficiently in advance of the session for a change in assignment.

Employees are personally responsible for ensuring that they attend an annual Block Training session by the end of the calendar year.

C-S2. AMTRAK EMPLOYEES

The 30-day grace period Specified in Rule C does not apply to Amtrak Train & Engine service employees, Train Dispatchers, and Block Operators. If an Amtrak employee in one of these crafts should fail to pass the annual NORAC Operating Rules examination on the first attempt, they must not perform service until they pass the examination.

Amtrak Train & Engine service employees must be prepared to take an annual signal examination covering any of the territory on which they are qualified. If an Amtrak T&E employee should fail to pass a signal examination with a score of 100%, they must not perform service until they pass the examination.

C-S3. OPERATING RULES QUALIFICATION

1. Employees in the following categories must be initially qualified on Operating Rules, and must be requalified annually:

- a. Train Dispatchers, Assistant Chief Dispatchers, and Block Operators
- b. Train & Engine Service employees, and Yardmasters
- c. Employees who move or assist in the movement of trains or engines
- d. Employees who request foul time or take tracks out of service for maintenance
- e. Employees who operate track cars
- f. C&S Maintainers
- g. Supervisors and Managers who directly supervise any of the above employees

2. For Engineering Department employees (“d”, “e” & “f” above), there are three NORAC Operating Rules qualification levels:

- a. **Class A Test** - Authorizes drivers to operate Specialized MW equipment (equipment that reliably shunts track circuits; see S.I. 803-S1, page 365) under the operating rules and physical characteristics qualifications that apply to freight trains, instead of the operating rules that apply to track cars.

C-S3. (Cont'd)

- b. **Class B Test** - Authorizes employees to take tracks out of service for maintenance and to move or pilot track cars when properly qualified on physical characteristics.
- c. **Class C Test** - Authorizes employees to obtain foul time when properly qualified on physical characteristics.

3. Employees returning to duty after an absence from railroad service of 6 months or more must take the following actions before performing service that requires Operating Rules qualification:

After an Absence of:	Employee Must:
6 to 12 months	Attend and pass an annual Operating Rules requalification class.
Over 12 months	Attend and pass a special Operating Rules requalification class, as determined by Operating Practices Department.

C-S4. PHYSICAL CHARACTERISTICS QUALIFICATION — CONDUCTORS AND ENGINEERS

Conductors and Engineers must be qualified on the physical characteristics of the portion(s) of railroad over which they are to operate. Employees promoted to Engineer must qualify on the physical characteristics ***specific to Engineers***, for the territory over which they will operate.

Remaining Qualified: To remain qualified while continuously employed in railroad service, an employee must have worked at least one trip in train or engine service during the previous 12 months, whether or not in the capacity of a Conductor or Engineer. Employees who are unable to work a trip in train or engine service may be authorized to make a special trip over portion(s) of the railroad to retain their qualifications. A Temporary Train Authorization Permit (form NRPC 2889) may be obtained from the General Superintendent or his designated representative. The Temporary Train Authorization Permit (NRPC 2889) indicating the portion of the railroad over which the special trip was made, and validated by the Conductor or Engineer with whom the trip was made, must be presented to the designated division officer, who will record the date in the employee's record of qualification file.

Employees who extend their qualification in this manner are prohibited from doing so two consecutive times. Engineers who extend their qualification in this manner must operate the train over the territory involved.

(Continued on next page)

C-S4. (Cont'd)

Any train or engine service employee who exceeds the time limits required to remain qualified as herein set forth must be re-examined by the proper division officer before performing service as a Conductor or Engineer over the territory involved.

Returning to Duty: Employees returning to duty after an absence from railroad service of 30 days or more must take the following actions before working as a Conductor or Engineer:

After an Absence of:	Employee Must:
30 days to 6 months	Contact the Operating Practices Department or a qualified Supervisor to determine what physical characteristics changes were made during the absence.
6 to 12 months	Same contact as above, plus make a head end ride over territory.
Over 12 months	Requalify on the territory.

Transferring From Another Railroad or Craft: Employees transferring to Amtrak Conductor or Engineer service from another railroad or craft who were previously qualified on the physical characteristics of Amtrak territory, must re-qualify on the physical characteristics of the territory over which they are to operate.

C-S5. QUALIFICATIONS FOR AMTRAK T&E EMPLOYEES TRANSFERRING TO DIFFERENT CREW BASE OR ROUTE

Amtrak Conductors, Engineers and Assistant Conductors transferring to a different crew base or route must not perform service without first having all Operating Rules and physical characteristics qualifications required for their territory and job assignment. Employees intending to transfer must contact the Division Operating Practices office to inquire about qualification requirements and the schedule of training classes.

To initially qualify on a new Operating Rule book, Assistant Conductors must attend training and pass an initial qualification examination. Promoted Conductors and Engineers not previously qualified to work as Conductor or Engineer under the Operating Rule book in effect on the new crew base or route must attend training and demonstrate their knowledge by passing an examination for Conductor or Engineer promotion, respectively. Employees will retain their original promotion date, as this examination is for qualification purposes, not promotion.

Operating Rules qualifications granted for operation in limited territory, such as a terminal, are not valid outside of the specified territory.

Only employees qualified on Operating Rules may qualify on physical characteristics.

C-S6. PHYSICAL CHARACTERISTICS QUALIFICATION FOR ENGINEERING DEPARTMENT EMPLOYEES

Engineering Department employees who are qualified on physical characteristics must requalify every year, by the end of the calendar quarter in which their birthday occurs.

Note: Employees may requalify as early in the calendar year as they wish, and are encouraged to do so.

If your birthday occurs in:	You must requalify by:
January, February or March	March 31
April, May or June	June 30
July, August or September	September 30
October, November or December	December 31

Returning to Duty: Engineering Department employees returning to duty after an absence from railroad service of 30 days or more must take the following actions before working in a capacity that requires physical characteristics territory qualification:

After an Absence of:	Employee Must:
30 days to 6 months	Contact the Operating Practices Department or a qualified Supervisor to determine what physical characteristics changes were made during their absence.
6 to 12 months	Same contact as above, plus make a head end ride over territory.
Over 12 months	Requalify on the territory.

C-S7. EMERGENCY PREPAREDNESS TRAINING

Amtrak Engineers, Conductors, Assistant Conductors and Train Dispatching personnel must complete Emergency Preparedness training during new hire training classes, and during the Block Training classes in which Emergency Preparedness refresher training is included every two years. This federally mandated training describes various emergency situations and the appropriate actions to be taken if an emergency occurs. Employees who do not complete the refresher class prior to the end of the two year period will not be permitted to perform service until they complete Emergency Preparedness training. Example: If an employee attended an Emergency Preparedness training class on July 3, 2006, they must attend a refresher class before December 31, 2008.

Employees needing Emergency Preparedness training must contact their supervisor in advance to allow sufficient time for class scheduling.

E-S1. POSSESSION OF FIREARMS

Employees are prohibited, unless authorized by Amtrak, from having firearms in their possession while on duty or on company property.

E-S2. PROHIBITED BEHAVIORS: DEFINITIONS

The following definitions are added to the NORAC rules in conjunction with new NORAC rule "E" (see SI E-S3).

Personal Electronic or Electrical Device means an electronic or electrical device that was not provided to the employee by the railroad. A device intended to accommodate a disability, such as a hearing aid, is not covered by this definition.

E-S2. (Cont'd)

Railroad-supplied or Authorized Electronic or Electrical Device means an electronic or electrical device, other than a railroad radio, provided to a railroad employee by the railroad, or the use of which is authorized by the railroad, for business purposes.

Wireless Communication Device means an electronic device, other than a railroad radio, capable of communicating remotely. Examples include cell phones, personal digital assistants (PDA's) and portable computers (commonly called laptop computers). References to use of a wireless communication device include performing functions such as oral conversations, text messaging, electronic mail, and transmission or receipt of electronic files.

E-S3. PROHIBITED BEHAVIORS

NORAC rule "E", page 10, is revised in it's entirety as follows:
The following behaviors are prohibited:

1. While on duty or on company property: Gambling, fighting or participating in any illegal, immoral or unauthorized activity.
2. When required to perform service:
 - Sleeping or assuming an attitude of sleep.
 - Playing cards or other games.
 - Reading other than Company instructions.
 - Having magazines, newspapers, and other literature not related to one's duties visible in the operating cab of a train or other on-track equipment. Such personal items must be enclosed in the owner's personal luggage.
3. Solicitation of gratuities from patrons.
4. Unauthorized use of electronic devices, as follows:

a. Personal Electronic and Electrical Devices.

Use of a personal electronic or electrical device to perform any function when required to perform service is prohibited.

Personal electronic or electrical devices, including those used for voice communication, must be turned off and stored out of sight, and any earpieces, headphones or other similar peripheral devices stored out of sight when required to perform service.

b. Railroad-Supplied or Authorized Electronic and Electrical Devices.

The use of a railroad-supplied electronic or electrical device on a moving train is prohibited, except as follows:

1. A crew member, other than a locomotive engineer operating the controls of a moving train, may use a railroad-supplied electronic device in the cab of a moving locomotive for an authorized business purpose, after a safety briefing, provided that all assigned crew members agree that it is safe to do so. Any other use in the cab is prohibited.
2. An employee may use a railroad-supplied electronic or electrical device for an approved business purpose while on duty within the body of a passenger train or railroad business car. Such use must not interfere with any safety related duties.
3. Where specified by special instruction, a railroad employee may use a railroad supplied or railroad-authorized wireless device for voice communications to conduct operations when radio communication fails.

The use of a railroad-supplied electronic or electrical device for an approved business purpose when required to perform service outside the cab is prohibited:

E-S3. (Cont'd)

- (1) While fouling any track;
- (2) While switching operation is underway;
- (3) While required to perform any other safety related duty; and
- (4) Until all members of the crew have been briefed that operations are suspended.

c. Exceptions

- When radio failure occurs, a wireless device may be used for voice communication in the event of a railroad emergency or to perform other duties directly related to the operation of the train by an employee other than the locomotive engineer controlling the movement of the train.
- A locomotive engineer (including a remote-control locomotive operator) may use electronic control systems and informational displays presented to the locomotive engineer within the locomotive cab or on a remote control transmitter to operate a train or conduct a switching operation, including functions associated with controlling switches.

d. Penalties

Any individual who violates these prohibitions or uses any of the described devices without observing any of the restrictions is subject to discipline up to and including discharge. If there are any questions regarding the authorized use of a personal or railroad-supplied electronic device, employees should refrain from any use until the proper authority can be consulted.

E-S4. USE OF CELLULAR PHONES

1. The following applies regarding cellular phone usage for employees involved in main track authorities and mandatory directives:

Unless authorized by Special Instruction or appropriate supervisor, cell phones must **not** be used in lieu of radio communication to obtain or release main track authorities or to copy mandatory directives (e.g., Form D, TSRB, Foul Time, etc.).

Where radio communication is not possible, or where authorized by special instruction or supervisor, a cell phone may be used to obtain or release main track authorities or to copy mandatory directives, but only after all crew members:

- Have been informed of the intent to communicate via cell phone,

AND

- Have agreed to conduct a joint job briefing after the cell phone communication ends, prior to reaching affected location, to properly disseminate information from that communication.

2. The following applies regarding cellular phone usage while operating a Company highway vehicle:

- a. When initiating or receiving cellular phone calls, the driver must utilize hands-free equipment, if available. When hands-free equipment is not available, if practicable, bring the vehicle safely to a stop until the call is completed.
- b. Speed dialing should be used whenever possible.
- c. Conversations should be as brief as possible.
- d. Cellular phones must be turned off while refueling a vehicle.

F-S1. PASSENGER TRAIN EMERGENCY SITUATIONS

The Dispatcher must be notified of any emergency related to the operation of passenger train service involving a significant threat to the safety or health of one or more persons requiring immediate action, including:

- ▶ A derailment
- ▶ A fatality at a grade crossing
- ▶ A passenger or employee fatality
- ▶ A serious illness or injury to one or more passengers or crew members requiring admission to a hospital
- ▶ An evacuation of a passenger train
- ▶ A security situation (e.g., a bomb threat)

A crew member shall quickly and accurately assess the situation and then notify the Dispatcher as soon as possible by the quickest available means. As appropriate, the crew member shall inform the passengers about the nature of the emergency and indicate what corrective countermeasures are in progress.

F-S2. HOST RAILROAD AND AMTRAK JOINT SECURITY PROCEDURES

Upon confirmation of a detonation of an explosive device on or at one of the following specified areas these procedures will be implemented:

- ▶ An Amtrak Train
- ▶ An Amtrak Station
- ▶ Any Railroad Infrastructures (Bridges, Tunnels) that passenger trains would operate over or through
- ▶ Any other U.S. rail operations (freight, commuter, subway)

These procedures can also be initiated if an imminent/confirmed threat has been determined based on credible information.

Notification

If an event, specific to an explosive device (i.e. detonation, discovery), occurs on-board an Amtrak train, the train crew will notify the dispatcher in the following manner:

“Emergency, Emergency, Emergency”, Train #_____, (describe event).

The train dispatcher will then direct the crew as to appropriate actions, and appropriate notifications will be made to CNOC (800-424-0217) and the Amtrak National Communications Center (NCC) (800-331-0008).

Response

Engineers and Conductors assigned to passenger trains, hearing an imminent threat or an event has occurred which poses a threat to Amtrak’s operations over their radios, at the direction of the train dispatcher, crews will bring their train to a safe stop short of stations, tunnels, and bridges. The train will remain at that location until directed to proceed by the train dispatcher.

- ▶ When a train is stopped, crew members **will not** initiate an evacuation unless instructed by or coordinated with the Train Dispatcher, or the Conductor or any other crew member ascertains that a clear and present danger exists regarding an on-board threat or situation.
 - ▶ If any evacuation of a passenger train occurs, the Train Dispatcher **must be notified immediately**.

F-S2. (Cont'd)

- ▶ If directed to proceed by the train dispatcher, the En Route Train Inspection procedures will apply or if standing, the **Standing Train Inspection** procedures will apply.

En Route Train Inspection

Upon the implementation of the En Route Train Inspection procedures, the operating crews must take the following actions for all en route passenger trains including any special instructions from the Train Dispatcher:

1. Make the following announcement: *“On-Board Incidents with a Police Response Announcement”* from *“Service Standards for Train Service and On-Board Service Employees”* Chapter 10 - *“On-Board Announcements & Signage”* which reads: *“Ladies and gentlemen, we will be delayed [if not stopped, provide location where train will stop] due to police activity. At this time, we do not have an estimate for the length of this delay. We ask you to remain in your seats and please be prepared to identify your baggage and provide photo identification if requested. We apologize for any inconvenience and thank you for your patience.”*
2. The Conductor must make a public address announcement to **all** on-board employees that their **“immediate assistance”** is required at this time including the designated meeting location on the train.
3. The Conductor will conduct a Job Briefing with all Train and On-Board Service employees to review the Host Railroad and Amtrak Joint Security Procedures and any instructions from the Train Dispatcher.
4. The Conductors will be in charge and have authority over all Train and On-Board Service employees. All employees (i.e. Chef, LSAs, SAs, TAs and ACs) must follow the Conductor’s instructions; this is not discretionary.
5. The Conductor will assume the responsibility for **simultaneously** coordinating multiple inspections of equipment as follows:
 - ▶ The Train and On-Board Service employees will perform an interior inspection checking all restrooms, electrical lockers, overhead luggage racks and storage compartments for any unusual items. All findings must be reported to the Conductor.
 - ▶ Once the equipment has been inspected and cleared, Train and On-Board Service employees will go car-to-car matching luggage and personal belongings to the proper passenger while checking for proper photo identification. All findings must be reported to the Conductor.
 - ▶ In the event that crew members can not match carry-on items (unclaimed) or a suspicious package or device is found, all crew members and passengers will be required to move two (2) car lengths away from the package or suspected device and ensure that all bulkhead doors are closed and secured. No attempt should be made to touch the

F-S2. (Cont'd)

package or suspected device. As soon as all passengers and crew members are safely positioned away from the package or suspected device, the Conductor will immediately contact the Train Dispatcher with a description and location of the package or suspected device along with the car numbers of evacuated equipment.

- ▶ In the event a passenger(s) cannot produce photo identification when requested, the crew should try to ascertain the name(s), date of birth and any other relevant information about the passenger(s). The information regarding passenger(s) without photo identification will be relayed to the Conductor who will inform the Amtrak National Communications Center (NCC) at 800-331-0008 of the situation and wait for further instructions.
- ▶ The Train Crew should prepare for a possible evacuation of the entire train if instructed by the Train Dispatcher.

Standing Train Inspection

Upon the implementation of the Standing Train Inspection procedures, operating crews must take the following actions for all trains that are stopped, or will be stopping.

The Conductor will coordinate all instructions covered in the Inspection of En Route Trains section in addition to the following:

- ▶ The Locomotive Engineer will perform an interior and exterior inspection of the locomotive(s) looking for anything unusual. All findings must be reported to the Conductor. At the completion of the locomotive inspections, the Engineer should return and remain on the head-end of the locomotive.
- ▶ The Conductor will perform or designate a Train Service employee to perform an exterior inspection of the entire train looking for anything unusual or out-of-place. *(If a designated Train Service Employee is used, they will report the findings back to the Conductor.)*
- ▶ If an immediate emergency evacuation is needed, make the following announcement: *“Train Evacuation Where Baggage Must Be Left on Train Announcement”* from *“Service Standards for Train Service and On-Board Service Employees”* Chapter 10 - *“On-Board Announcements & Signage”* which reads: *“Ladies and gentlemen thank you for your patience and cooperation. Due to the nature of the police activity, please leave your baggage on board the train and exit the train immediately as directed by a member of the crew. Passengers on required medications are asked to retrieve them at this time and exit the train in an orderly fashion. We will provide you with more information as soon as possible. Thank you for your assistance.”*

F-S2. (Cont'd)

- ▶ If an evacuation is needed that is not an immediate emergency, make the following announcement: *“Train Evacuation Where Baggage May be Retained by Passengers Announcement”* from “Service Standards Manual” Chapter 10 - “On-Board Announcements & Signage” which reads: *“Ladies and gentlemen, due to the nature of the police activity, we ask that you gather all of your possessions and exit the train in an orderly fashion as directed by a member of the crew. We will provide you with more information as soon as possible. Thank you for your assistance.”*

G-S1. ALCOHOL AND DRUG TESTING

Any employee on duty, or reporting for duty, who is tested by breath or urine sample will be in violation of Rule G if:

- the initial breath test and confirmation breath test are positive: or,
- the urine screen test is positive and the confirmation test is positive for the presence of narcotics, sedatives, stimulants, hallucinogens, intoxicants or a derivative or combination of any of these, or any controlled substance or any mood altering substances.

Further, you may be required to provide a blood sample in the case of certain accidents and incidents subject to Federal post-accident testing requirements.

If you refuse to cooperate in providing a blood or urine sample following an accident (as specified in 49 CFR Part 219 Subpart C, you shall be removed from service, are subject to dismissal, and may not under any circumstances be employed in a position covered by the Hours of Service Act for a period of at least nine (9) months. A blood test that is positive for the presence of narcotics, sedatives, stimulants, hallucinogens, intoxicants or a derivative or combination of any of these, or any controlled substance or any mood altering substances will constitute a violation of Rule G.

G-S2. OPERATION REDBLOCK



OPERATION REDBLOCK is a labor developed, company-adopted drug and alcohol prevention and intervention program. The program emphasizes **AWARENESS, PREVENTION AND EDUCATION.**

HISTORY:

Operation Redblock was started in 1983 on the Union Pacific Railroad by the United Transportation Union and the Brotherhood of Locomotive Engineers based on the idea that employees have the right to a drug and alcohol free work environment.

GOALS:

TO PROMOTE a drug and alcohol free workplace;
TO PREVENT employees from reporting to work under the influence;

TO PREVENT substance abuse while on the job;

TO SAVE LIVES AND JOBS in the most humanistic way;

TO OUTREACH into the community.

PROCESS:

Union-led voluntary prevention committees form the basis of **OPERATION REDBLOCK.** Peer teams heighten co-workers' awareness of the dangers of drug and alcohol in the workplace through educational and promotional activities. Another main function of the peer teams is to perform confidential interventions of workplace abuse, and make referrals to **EMPLOYEE ASSISTANCE COUNSELORS** for professional assistance. Through the process,

G-S2. (Cont'd)

management and labor cooperate to support the peer teams' initiatives and Confidentiality.

BENEFITS:

- ◆ Reduced drug and alcohol use and abuse in the workplace.
- ◆ Changed worker attitudes toward drug and alcohol use in the workplace.
- ◆ Improved safety performance.
- ◆ Improved Labor and Management relations.
- ◆ Reduced discipline and cost of discipline.

SUMMARY:

OPERATION REDBLOCK is an innovative idea that combines traditional values of union fraternalism with progressive management to enable people to help people. Workers with substance abuse problems are confronted confidentially by co-workers and are **REHABILITATED—NOT PUNISHED, NOT FIRED, NOT FORGOTTEN.**

PROCEDURES FOR EMPLOYEES:

The following procedures are approved and supported by Amtrak:

1. If an employee is impaired because of the use of drugs or alcohol and cannot report for duty, he/she should call **1-800-44R-BLOC** and mark him/herself off as **"Operation Redblock."**
2. Once on the job, if an employee is observed as being unfit for duty, co-workers should tell the employee that he/she should not work and should mark-off as **"Operation Redblock."**
3. If the impaired worker places the call or requests a co-worker to mark him/her off, the reason should be given as an **"Operation Redblock"** procedure. No further action will be taken by Amtrak.
4. Should the impaired employee be uncooperative, the co-workers may use the Rule G Bypass Agreement and request help from the appropriate supervisor. The supervisor will then assist in removing the impaired employee and in getting him/her home. No Rule G charges will be made if the impaired co-worker contacts the Employee Assistance Program counselor within five days. Rule G Bypass is afforded to the employee only once.

These procedures were created for the common welfare of our employees, and to provide a safe workplace. Abuse of these procedures cannot be tolerated.

**FOR MARK-OFF ONLY, CALL
1-800-44R-BLOC.
FOR INFORMATION, CALL
(215) 349-2822, (ATS) 728-2822**

L-S1. AUTHORITY TO BOARD AND RIDE TRAINS

In the application of Rule L, authority to board and ride trains on the Northeast Corridor is granted as follows:

(1) Authorization

Only authorized persons are permitted to ride Amtrak locomotives and/or trains without transportation. Persons required to qualify on the physical characteristics or perform services and/or inspections must have in their possession at least one type of authorization as listed below. Each person authorized to board Amtrak locomotives and/or trains to qualify on the physical characteristics or perform services and/or inspections must identify themselves to the Engineer or Conductor and show proper credentials and authorization. Inspectors should also identify themselves to any official present. Whenever traveling for non-business purposes, inspectors must purchase proper transportation.

(2) Types of Authorization:

A. Amtrak Head End and Train Authorization Permit -

Photo ID authorizes bearer to ride head end or body of train to learn physical characteristics or perform services and/or inspections.

B. Amtrak Train Inspection Permit - Photo ID authorizes bearer to ride body of train (*not head end*) to perform services and/or inspections.

C. Amtrak Temporary Train Authorization Permit (NRPC 2889 02/04) - Authorizes bearer to ride head end or body of train to learn physical characteristics, or perform services and/or inspections. Permit must indicate whether "Head End and Train" or "Train Only".

D. Amtrak Police Identification -

1. System Wide - With a photograph, authorizes Amtrak Police Officers to board and ride head end or body of all Amtrak trains.

2. Amtrak Property - With a photograph, authorizes Amtrak Police Officers to board and ride head end or body of all trains operating on Amtrak property (Northeast Corridor, Chicago Terminal, etc.).

E. Photo ID of Individual Working for a Municipal, State or Federal Regulatory Agency - Authorizes inspectors and employees of such agencies to ride head end or body of Amtrak trains to perform services and/or inspections.

F. Valid Head End Permit from Other Railroads/Transportation Authority (On Amtrak property between Washington, DC and Boston, MA) - Authorizes bearer to ride head end to perform services and/or inspections on passenger trains other than those in Amtrak service. When doing so they must comply with all Amtrak rules, procedures and instructions.

G. Valid Head End Permit from Other Railroads/Transportation Authority (On *other than* Amtrak property between Washington, DC and Boston, MA) - Authorizes bearer to ride head end to perform services and/or inspections.

L-S1. (Cont'd)

(3) Head End Occupancy with Student Engineer Present

Only persons in the following categories may occupy the operating cab of a train while a Student Engineer is operating the train:

- A.** A member of the assigned Train and Engine crew (Engineer, Second Engineer, Assistant Conductor, Conductor). Train crew members may occupy the Head End only in the performance of their duties. When a Student Engineer is on the Head End, train crew members must not occupy the Head End for the purposes of qualifying on the physical characteristics.
- B.** An FRA/State Inspector performing an inspection.
- C.** A Designated Supervisor of Locomotive Engineers evaluating a Student Engineer or assigned Engineer.

If an emergency occurs that requires a person not in one of the above categories to ride in the operating cab while a Student Engineer is in training, the Student Engineer must not be permitted to operate the train.

(4) Number of people in Cab

No more than four people, including the operating crew, are permitted to ride in the operating cab or compartment of any locomotive, control car or multiple unit train.

(5) Employees in Cab

Employees are permitted to ride the head end only in the performance of their duties. They must at all times remain vigilant for signals and conditions ahead and must not interfere with the Engineer's vigilance.

Any person **not** qualified on **any** operating rules must not occupy the head end without being accompanied by a qualified supervisor.

Deadheading employees are prohibited from riding in the operating cab of trains.

- A.** Prior to boarding locomotive, authorized rider must:
 - 1.** Identify himself/herself to the Engineer. The Engineer will inform the Conductor of his/her presence in the cab.
 - 2.** Present the Head End Authorization for inspection.
 - 3.** State the purpose of riding.
 - 4.** State qualifications (i.e. Operating Rules, Physical Characteristics).
- B.** While in the operating cab, the authorized rider must:
 - 1.** Not distract the engineer from the performance of his/her duties. There must be no unnecessary conversation.
 - 2.** Wear safety glasses and proper footwear.
 - 3.** If qualified on the Operating Rules, call signals affecting the movement of the train.
 - 4.** If qualified on Physical Characteristics, remind the Engineer of temporary restrictions when required by Operating Rules or Special Instructions.

L-S2. AMTRAK EMPLOYEE PHOTO IDENTIFICATION

All Amtrak employees are required to wear proper photo identification above the waist on their outermost garment, so that it is visible at all times while on Amtrak property. Individuals without proper identification must be promptly reported to the proper authorities.

M-S1. SUNGLASSES

Employees must not wear sunglasses at night, or under other low light conditions.

Q-S1. PAPERLESS TIME TICKET - CERTIFYING

At locations where Train and Engine service employees are required to submit their payroll time electronically using the "Paperless Time Ticket" system (PTT), they must also certify their FRA hours of service by signing a monthly Hours of Service Log. The Log must be signed between the 10th and the 20th day of every month to fulfill this requirement. The Log will be kept at their crew base, and maintained by local supervision.

Q-S2. T&E CREWS IN QUALIFICATION STATUS

All Train & Engine employees who have completed New Hire or Re-entry class and are qualifying on the train will be assigned an extraboard training symbol. field management will establish the training schedule for qualifying employees and will send it to Crew Management.

All time tickets for qualifying employees must include sign up time and date, sign off time and date, train numbers and city pairs, and must show dead head trips and statutory rest periods. Qualifying employees will be required to call CMS and have their jobs modified by the crew dispatcher whenever their assignment has changed, such as when:

- (1) You deadhead home instead of working,
- (2) You qualify on a different train,

or

- (3) Your turn point changes.

Qualifying employees must mark off and mark up in the same manner as regular assigned employees. Vacations must be arranged through your vacation coordinator. Employees attending class must mark off and mark up accordingly.

R-S1. EMPLOYEE PHYSICAL EXAMINATIONS

Employees in the following classes are required to satisfactorily pass a regular periodical or special periodical physical examination:

Train Service, Assistant Chief Dispatchers, Dispatchers, Yardmasters, Load Dispatchers, Power Directors, Operators, Operator Clerks, Assistant Agent Operators, Employees who operate self-propelled on track vehicles and others as may be directed by their immediate supervisors.

NOTE: For specific information regarding Engine Service employee physical examination requirements, refer to the applicable System General Road Foreman Notice.

Employees are personally responsible for obtaining a medical form (MED-1) from their immediate supervisor, who will provide them with the name and phone number of the examining physician. Employees are responsible for scheduling their own appointment with the physician. Employees are also responsible for ensuring that their physical examination appointment does not result in an Hours of Service violation under the comingled service provision of the Hours of Service Act (appointment must be separated from covered service by a statutory off duty period).

Such examinations must be completed not later than the last day of an employee's birthday anniversary month or as may be directed by a special periodical.

Train service employees must report any Medical restrictions to their immediate supervisor.

Periodical examinations are required as follows: Through age 55: Every 3 years; Age 56 through 59: Every 2 years; Age 60 and older: Annually.

Special Periodical: As frequently as deemed necessary in judgment of the Medical Department and as directed when returning from furlough, illness, accident or injury.

Employees who are required to have an Employee Timetable must record the prescribed information on the Employee Physical Examination Record page.

R-S2. PHYSICAL EXAMINATIONS: NON-AMTRAK EMPLOYEES

Train and Engine Service employees of other railroads who operate over Amtrak Territory will be governed by the Medical examination policy of their employing railroad company. Any restriction because of a medical condition must be recorded on the qualification for service page of the current Amtrak Timetable along with other required information.

T-S1. ATTENDANCE POLICY

Amtrak agreement-covered employees will be governed by the "National System Attendance Policy for All Amtrak Agreement-Covered Employees." Copies of the policy are available at all Human Resources Department offices.

1-S1. PASSENGER CREWS IN TURNAROUND SERVICE

Passenger crews in turnaround service must re-sign the register and check the bulletin board when the actual time between trips exceeds 30 minutes.

EXCEPTION: Northeast Division— Conductors and Engineers in turnaround service between New York and New Haven, and between New York and Albany/Rensselaer must re-sign the register and check the Bulletin Board before starting each trip, regardless of time elapsed between trips.

1-S2. BULLETIN ORDERS, DIVISION NOTICES & DIVISION GENERAL ORDERS

Summary & Non-Summary Bulletin Orders:

Bulletin Orders will be issued on a once-a-week basis, effective 12:01 AM each Monday.

1. Summary Bulletin Orders: The Bulletin Order issued on the first Monday of each month will be a Summary Bulletin Order. Summary Bulletin Orders will contain all current information, and their numbers will be suffixed by the letters "SUM." Summary Bulletin Orders will remain in effect until the next month's Summary Bulletin Order is issued.

2. Non-Summary Bulletin Orders: Non-Summary Bulletin Orders will be issued on all Mondays ***except the first Monday of each month.*** Non-Summary Bulletin Orders will contain information issued after the Summary Bulletin Order. Each new Non-Summary Bulletin Order will supersede the previous Non-Summary Bulletin Order, and will contain all current information issued after the Summary Bulletin Order.

Employees must retain a copy of the current Summary Bulletin Order, and the *most recent* Non-Summary Bulletin Order.

Crews operating between Boston & New York on the NHB, NYS & NYT Lines must carry or be familiar with "Northeast Division—East" BO's & DN's. Crews not destined to New Haven that are operating on the NYS, NYT, EC or NYP Lines must carry or be familiar with "Northeast Division—West" BO's & DN's.

Supplemental Bulletin Orders:

Supplemental Bulletin Orders will be issued when required. They will contain information that is supplemental to the current Bulletin Order. The number of any Supplemental Bulletin Order in effect will be listed on the current TSRB.

Division Notices:

Division Notices will be issued when required, but will be summarized monthly. Summary Division Notices will be effective at 12:01 AM on the first day of each month, and their numbers will be prefixed by the letter "S."

1-S2. (Cont'd)

Division General Orders:

Division General Orders will be issued as needed and will contain only information relating to operating instructions. All Amtrak employees, **except those that are governed exclusively by the Northeast Corridor Timetable**, will be governed by Division General Orders, unless a rule or special instruction of the railroad over which they are operating specifically conflicts with these instructions. Summary Division General Order numbers will be prefixed with an "S," and will contain all instructions in effect as of the effective date. They will supersede the previous Summary Division General Order and all other Division General Orders. Division General Order(s) in effect will be indicated on the Division Bulletin Order.

1-S3. METRO NORTH COMMUTER RAILROAD BULLETIN ORDERS

Amtrak Conductors and Engineers operating over Metro North Commuter Railroad property must have a copy of all current Metro North Commuter Railroad Bulletin Orders in their possession while on duty.

1-S4. TEMPORARY SPEED RESTRICTION BULLETIN (TSRB)

► *Which Division's TSRB Governs:*

The Mid-Atlantic Division TSRB will govern movements operating on the Mid-Atlantic Division, including Washington Terminal. The Northeast Division–West TSRB will govern movements operating on the NYS, EC, NYT & NYP Lines, including the Lehigh Line Connection. The Northeast Division–East TSRB will govern movements operating on the NHB, DB & MRS Lines, including the Middleboro Main Line.

► *TSRB Effective Times:*

TSRB'S will be effective at **5:00 A.M. daily**. Each day's TSRB will supersede the previous day's TSRB, and contain all current information.

► *TSRB Usage and Delivery:*

Temporary speed restrictions will be issued by TSRB, except when it is more efficient to issue a restriction by Form D. TSRB's will also be used to indicate whether a Supplemental Bulletin Order is in effect on the division on which the TSRB applies. If one or more Supplemental Bulletin Orders are in effect, a line located near the top of the TSRB will list their number(s). If no Supplemental Bulletin Orders are in effect, the word "None" will be shown.

1-S4. (Cont'd)

Employees whose duties are affected must obtain a copy of the applicable TSRB(s) when reporting for duty, and must have it with them while on duty.

TSRB will be electronically transmitted to all major sign-up locations. Crews must examine TSRB to ensure that it is current, complete, and legible. If a train originates at a location where TSRB is not available, the crew must contact the Opr or Dspr for instructions.

► *Use of Speed Signs:*

Speed restrictions must be listed in sequential order. The limits of the restriction must be designated by Timetable locations, mile post locations, signal locations, bridge numbers or catenary pole numbers.

When speed signs cannot be displayed immediately, the Dispatcher must not use portions of a mile on the TSRB, unless used in conjunction with a physical characteristic location.

► *Trains Enroute at Effective Time:*

Conductors and Engineers of trains enroute at the time a new TSRB becomes effective will be governed by the TSRB in their possession, until they receive a copy of the current TSRB. If the Dispatcher directs the crew to obtain the new TSRB at a location enroute, the crew must verify receipt with the Dispatcher.

► *Adding or Cancelling Restrictions:*

Temporary speed restrictions will be added or cancelled on the TSRB, except when it is more efficient to add or cancel restrictions by Form D. Additions and cancellations to TSRB must not be copied by an employee operating the controls of a moving train. When dictating or repeating changes to TSRB, employees must pronounce numerals digit by digit. Only authorized abbreviations may be used in TSRB.

When a restriction is to be added, the Dispatcher, or Operator when authorized by the Dispatcher, must dictate the restriction to the Conductor, Engineer or other qualified employee on the affected train. The receiving employee must copy the additional restriction in the space provided on the TSRB. (**Note:** Additional restrictions may be written on the reverse side of the TSRB, if all space provided on the TSRB has been filled.)

When a restriction is to be cancelled, the Dispatcher, or Operator when authorized by the Dispatcher, will advise the Conductor, Engineer or other qualified employee on affected trains as to which restriction(s) must be deleted.

Additional restriction(s) or cancellation information must be correctly repeated to the Dispatcher or Operator before "time added" or "time canceled" is given. When giving the "time added" or "time canceled", the Dispatcher or Operator must state his initials. The receiving employee must copy the time and initials in the space provided on the TSRB, then repeat the "time added" or "time canceled" and the Dispatcher's or Operator's initials.

1-S4. (Cont'd)

The Dispatcher or Operator must acknowledge that the time and the initials were repeated correctly before the addition or cancellation may be acted upon. After the cancellation time and initials have been acknowledged, the receiving employee must draw a line through the affected restriction(s). If communication fails before "time added" is received, the train must not proceed until communication has been reestablished.

When a speed restriction addition or cancellation is given to more than one train, the "time added" or "time canceled" will be the same for all trains, and will be the time of the original addition or cancellation.

► *Blocking Device Protection for TSRB Additions*

When a TSRB addition is to be delivered at a location where crews are not required to call for orders, the Dispatcher must apply blocking devices to ensure that the train does not depart without the TSRB addition. These blocking devices must not be removed until the addition has been delivered or until the Engineer has acknowledged that he is to receive a TSRB addition.

If the TSRB addition applies within 3 miles of the point of delivery, the train must be stopped. The TSRB addition must be delivered before the signal to proceed is displayed, unless the Engineer has been fully advised of the situation.

► *Effective Period of Added Restrictions:*

Speed restrictions added to a Northeast Division–East TSRB remain in effect until cancelled. Speed restrictions added to Northeast Division–West or Mid–Atlantic Division TSRB's will be in effect for the initial move *only*, and must be deleted (crossed out) when passed.

► *Dictation to Other Affected Employees:*

The receiving employee must dictate addition or cancellation information to affected crew members before that information must be acted upon. When addition or cancellation information is relayed between employees, the dictating employee must follow the procedure outlined above for Dispatchers.

► *Relieved Enroute, or Tour of Duty Ends at Outlying Point:*

When a Conductor or Engineer is relieved enroute, or their tour of duty ends at an outlying point, the TSRB must be delivered to and discussed with the relieving Conductor or Engineer. When physical delivery is impractical, the Conductor or Engineer must leave a copy of the TSRB in the operating compartment of the controlling engine. When the Conductor or Engineer of the relieving crew is unable to communicate with the crew they are to relieve, a member of the relieving crew must contact the Dispatcher to ensure they have received all current information before proceeding.

1-S4. (Cont'd)

► **Retention of TSRB:**

Upon completion of their tour of duty at other than an outlying point, Conductors and Engineers may discard their copy of the TSRB. **EXCEPTION:** When restrictions have been added or cancelled enroute, the last employee to possess the modified TSRB must retain it for 7 days.

► **Corrections to TSRB:**

When errors are discovered in the TSRB after the faxing process has begun, the error must be corrected by Form D, or TSRB addition or cancellation. When two or more TSRB's with conflicting restrictions are faxed to recipients, a Form D Line 13 must be issued as follows:

For addition:

If not contained in your (DIVISION) TSRB effective 5:00 AM (DATE) Speed Restriction (LINE) between _____ and _____ on _____ Trk _____ MPH Psgr _____ MPH Frt Speed signs (IN/NOT IN) service

For cancellation:

If contained in your (DIVISION) TSRB effective 5:00 AM (DATE) Speed Restriction (LINE) between _____ and _____ on _____ Trk _____ MPH Psgr _____ MPH Frt is cancelled.

1-S5. OPERATIONS STANDARDS UPDATES & OPERATIONS SERVICE ADVISORIES

Operations Standards Updates (OSU's) and Operations Service Advisories (OSA's) are issued by Operations Support, and are available at crew sign-up locations.

OSU's modify the contents of the Service Standards Manual. Affected Train Service, OBS and Stations employees must read and comply with OSU instructions, and must retain a copy of each OSU while on duty. OSU's remain in effect until they are incorporated into the Service Standards Manual as permanent revisions.

OSA's provide Train Service, OBS and Stations employees with information regarding the delivery of Amtrak service. OSA's are general in nature, or temporary in scope. Employees must read and comply with OSA's, but need not retain them while on duty. OSA's do not modify the contents of the Service Standards Manual, but remain in effect until fulfilled or cancelled.

OSU's and OSA's will be numbered sequentially, the number being prefixed by the last two digits of the current year. The number of the most recent OSU and OSA will be indicated on the train manifest. (*See SI 4-S1, page 274*)

1-S6. EMPLOYEE REGISTERS

Employee Registers are in service at all major crew sign up locations. Employees reporting for duty must examine the Bulletin Board or Bulletin Book, then sign the Employee Register.

2-S1. STANDARD TIME

Eastern Standard Time applies.

Effective 2:00 A.M. on the second Sunday of March, Standard Time must be advanced one hour. This is Daylight Saving Time.

2-S1. (Cont'd)

Standard clocks must be advanced one hour at 2:00 A.M., and time changed to 3:00 A.M., Standard Time. Employees advancing standard clocks must, as soon as the change has been made, compare time with the Dispatcher Offices where standard clocks are located, which are not open at 2:00 A.M., must advance clocks one hour at time the office is opened and compare time with the Dispatcher.

Effective 2:00 A.M., on the first Sunday of November, Standard Time must be set back one hour.

Standard clocks must be set back one hour at 2:00 A.M., and time changed to 1:00 A.M., Standard Time. Employees setting back standard clocks must, as soon as the change has been made, compare time with the Dispatcher.

Offices where standard clocks are located, which are not open at 2:00 A.M., must set back clocks one hour at time office is opened and compare time with the Dispatcher.

When time changes, employees who are required by Rule 3 to use a reliable watch and are on duty when time changes, must adjust their watch as soon as possible without incurring delay to train movements. Employees must compare their watch with a standard clock or secure time from the Dispatcher as soon as practical after time changes. Employees who have access to an ATS phone can call the Naval Observatory Master Clock at (ATS) 729-4116 or (ATS) 777-4000 to obtain correct time.

4-S1. JOB BRIEFING

Conductors are required to use the **Initial Job Briefing Checklist form NRPC 3243** during their initial job briefing, and must retain it for inspection for 5 days. This form is designed to assist the Conductor by ensuring that all safety critical information, all tasks to be performed, and each crew member's individual responsibilities are communicated to all members of the train crew. The Initial Job Briefing Checklist form covers the following subjects: **(1)** Discussion Topics; **(2)** En Route Checks; **(3)** Latest Instructions Issued; **(4)** Written Directives; **(5)** Other Instructions.

The Conductor is responsible for ensuring that all on-train employees participate in a job briefing, and for noting the name, date and time employees were briefed. On Board Service Employees who are on down time are not to be disturbed while at rest period. Whenever an additional job briefing is required due to changes in operational or safety conditions, this must be noted on the back of the Initial Job Briefing Checklist form. When there is a relieving Conductor en route, the form must be signed, dated and time entered to ensure that all pertinent briefing subjects have been discussed.

Train and engine crew members must hold a job briefing to discuss the following numbered items:

- At the beginning of their tour of duty,
- Before they enter Amtrak property (non-Amtrak crews),
- Each time operational or safety conditions change after the initial job briefing:

1. Bulletin Orders, TSRB's & Form D's: The Conductor and Engineer must ensure that they both have a copy of all current Bulletin Orders, TSRB's, and Form D's in effect for the territory over which their train will operate. They must discuss with other crew members all new and temporary

4-S1. (Cont'd)

restrictions that may affect their train's movement.

2. General Orders, System General Road Foreman Notices, Operations Standards Updates & Advisories: If a General Order, System General Road Foreman Notice or Operations Standards Update/Advisory has been issued within the last 5 days, the Conductor and Engineer must ensure that all affected crew members have a copy. They must discuss with other crew members all new instructions that may affect their duties.

3. Equipment Restrictions (See S.I. 34-S4, pg 279): The Conductor and Engineer must discuss with other crew members the type of equipment they are likely to have in their train, and the maximum speed and other restrictions associated with the equipment. If a train manifest is available, the Conductor must give the Engineer a copy. The Conductor must review the actual consist before departure. If the equipment is more restrictive than originally discussed, the Conductor must inform all crew members of the additional restrictions.

4. Safety: Crew members must discuss any known safety hazard that the crew or passengers may encounter during the crew's tour of duty, and the actions that crew members will take to avoid the hazard. Amtrak crew members must also look up and discuss the safety instruction of the day.

5. Correct Time: The Conductor must set his watch with a standard clock or time service, and must ensure that the watches of other crew members indicate the correct time. Conductors who have access to an ATS phone must call the Naval Observatory Master Clock at (ATS) 729-4116 or (ATS) 777-4000 to obtain the correct time.

6. Passenger Service: Crews in passenger service must discuss the following additional items:

- a. The scheduled station stops for each trip, including any special requirements.
- b. Any private cars or groups that will be handled.
- c. Who will work which cars.
- d. Who will examine platforms leaving stations, in accordance with SI 940-S1, page 368.
- e. Who will make train announcements.
- f. Who will be responsible for door operation in accordance with SI 940-S1, page 368.

7. Yard Service: Crews in yard service must discuss the following additional items:

- a. The specific jobs to be done or moves to be made, and each employee's associated responsibilities.
- b. The means of communication that will be used to control the movement.
- c. Who will be responsible for securing equipment that will be left unattended.
- d. If a back-up hose will be required, who will be responsible for connecting and testing the device.

8. Reporting Clear or Releasing Main Track Authorities: All crew members are jointly responsible, through job briefing, to ascertain and agree on the exact location that their entire train has passed before reporting past a specific point or clearing a main track authority (Form D).

4-S1. (Cont'd)

9. Designated Job Briefing Locations

Train and Engine service employees must conduct their job briefing at the beginning of their tour of duty at the following locations:

LOCATION	CONDUCT JOB BRIEFING IN:
All Divisions	
Work Train Crews Reporting for Duty at Outlying Points	Locomotive at the starting point of assignment
Mid-Atlantic Division	
Washington Terminal ► Road Crews	Crew Dispatcher's Office, Transportation Building
Washington Terminal ► Yard Crews	Station Sign-Up - Assigned locomotive, or yard crew room in Track 7 Terminal Service Building Coach Yard Sign-Up - Assigned locomotive, or Coach Yard Building
Washington Terminal ► VRE Crews	VRE sign-up room, Coach Yard building
Manassas ► VRE Crews	Broad Run Yard crew room
Fredericksburg ► VRE Crews	Crossroads Yard crew room
Odenton MW Base	T&E room, second floor
Baltimore Station	T&E room, basement
Perryville MW Base	T&E room, first floor
Wilmington Shops	T&E room, building 23, adjacent to backshop
30th Street Station, Philadelphia	Sign-up room across from T&E lounge, adjacent to valet parking window.
Race Street Engine House	T&E locker room, second floor
Lancaster Station	MW locker room
Harrisburg Station	T&E lounge
Northeast Division	
Adams MW Base	Cafeteria
Penn Station, NY	Job Briefing room, NY Crewbase area adjacent to main T&E lunchroom.
Sunnyside Yard	Q Tower
New Haven ► Road and Yard crews	Ticket Receiver's Office
New Haven ► CDOT crews	T&E Crew Room second floor CDOT Maintenance Facility
Southampton Street ► Yard Crews	Yardmaster's Office, Southampton Street Yard. Note: Yardmaster must be included in the job briefing.
Springfield	Crew sign-up room, Springfield station
Boston	Crew sign-up room, South Station – lower level, east wing, main corridor.
St. Albans	Crew sign-up room, St. Albans station

4-S2. CONDUCTOR PILOT JOB BRIEFING: TRACK CARS

A Conductor assigned to pilot a track car must conduct a job briefing with a Road Foreman or Trainmaster before assuming duty on the track car. The employee so assigned must call the Chief Train Dispatcher to determine the Road Foreman or Trainmaster on duty. The job briefing must include a review of the operating rules and instructions applicable to the assignment, which typically include, but are not limited to rules 121(d), 162(b), 241, 605, 802, 803, 805, 807, 808, 809, 811, 812 & 815.

10-S1. FUSEES

On account of fire hazard lighted fusees must not be displayed on open deck bridges, movable bridges, trestles or in the vicinity of areas where fuel oil or flammable liquids are present nor in the following territory unless necessary to prevent an accident:

Between East Portals of East River Tunnels and West Portals of North River Tunnels.

Between Fulton and Biddle Street.

16-S1. BLUE SIGNAL PROTECTION: T&E EMPLOYEES

Train and Engine Service employees are prohibited from operating any mechanical, pneumatic or electrical apparatus on equipment that has blue signal protection, unless specifically authorized by the person in charge of the workmen. Such authority must not be accepted unless the person giving it has clearly identified himself as the person in charge of the workmen.

16-S2. BLUE SIGNAL PROTECTION: SIGNAL LOCATIONS

The following instructions apply where Amtrak employees or contractors utilize blue signal protection:

1. On either main track or other than main track, whenever a blue signal is required to be attached to the controlling locomotive and visible to the Engineer or operator at the controls, such signal must be located on the control stand or console. Displaying a blue signal on the exterior of the locomotive, such as a blue flag attached to the Engineer's window, will **not** be considered to be readily visible to an employee at the controls.

2. On main track, whenever a blue signal is required to be placed at each end of rolling equipment, such signal must be located either at the extreme end of the equipment or in advance of the equipment. Displaying a blue signal on either side of the equipment, including a blue flag attached to the Engineer's window, will **not** be considered as being displayed at the end of rolling equipment.

Exception: This instruction does not apply at mechanical facilities under the exclusive control of the Mechanical Department, where alternate methods of blue signal protection provide full protection in compliance with all blue signal rules.

19-S1. WHISTLE or HORN FAILURES

In the application of NORAC Rule 19:

If the engine whistle or horn on the leading end of the movement fails en route, the Dispatcher must be notified and a crew member must immediately take position at the next operable forward facing horn or whistle on the train. The Engineer must be able to communicate with this employee to instruct him when to sound the required whistle or horn signals. If these conditions cannot be met, the Engineer must take the following actions until the whistle or horn is repaired:

1. Notify the Dispatcher immediately.
2. Reduce speed to not exceeding 30 MPH.
3. Ring the bell continuously, if equipped.
4. Stop before each public highway crossing at grade and provide on-ground warning until the crossing is occupied, unless:
 - a. Automatic crossing warning devices are functioning properly,
 - or
 - b. No traffic is approaching or stopped at a crossing not equipped with automatic crossing warning devices.

19-S2. PORTABLE WHISTLE SIGNS

Portable Whistle Signs are used by Engineering Department employees to provide Locomotive Engineers with advance warning that MW employees are working ahead. These signs have a reflective orange background, are oval in shape (1 foot wide by 2 feet high), and display a black letter "W" in the middle. They are placed to the right of affected tracks, and sufficiently in advance of the work area to provide adequate warning.

Engineers observing a Portable Whistle Sign *on any track* must sound the engine whistle or horn in accordance with Rule 19(d).

19-S3. ENGINE WHISTLE OR HORN SIGNALS

NORAC Rule 19(d) is revised as follows:

(d) Sound: — o

Indication: Approaching Roadway Workers or their equipment on or near the track, regardless of any whistle prohibitions. After this initial warning, sound two short whistle signals intermittently until the head end of train has passed the Roadway Workers or their equipment.

20-S1. ENGINE BELL and STROBE LIGHTS

Ringing of engine bell may be omitted when running through tunnels.

EXCEPTION: Engine bell **must be rung continuously** within the confines of the Empire Tunnel and the Riverside Park Overbuild and within B&P and Union Tunnels.

Model F40PH engines and AEM-7 engines must have Signal Light Circuit breaker in service. Two WHITE strobe lights mounted on top of the operating cab will operate automatically whenever the engine bell is used.

20-S2. ENGINE BELL ON TRAINS MAKING STATION STOPS

The bell of equipped trains must be sounded when approaching a station platform where the train is scheduled to stop. The bell must continue to be sounded until the train has stopped.

22-S1. AUXILIARY LIGHTS

Engines that are equipped with strobe lights alone (i.e., no ditch lights, crossing lights or oscillating light) must not exceed 40 MPH when operating over public crossings at grade.

22-S2. DITCH LIGHT (AUXILIARY LIGHT) SWITCH

The ditch light (auxiliary light) switch facing the direction of movement on all trains and engines must be placed in the ON position at all times except:

1. While standing or passing through yards where other engines are working.
2. When approaching a station where a Form D is to be received.
3. When approaching junctions or terminals.
4. When standing or moving on a main track at meeting points.
5. When standing or when approaching another train operating in the opposite direction in multiple track territory.

When approaching or passing over public highway crossings at grade, the ditch light (auxiliary light) must not be turned off.

Note: HST's and HHP-8 locomotives are equipped with a four position ditch light (auxiliary light) switch. When the ditch lights must be displayed this four position **switch must be placed in the ON position**, not the AUTOMATIC position.

24-S1. LIGHT SENSITIVE PORTABLE MARKING DEVICES ON REAR OF PASSENGER TRAINS

Passenger trains with a non-passenger carrying car on the rear may operate with a light sensitive portable marking device that illuminates only at night or when otherwise activated by low light conditions.

PASSENGER TRAIN OPERATION

34-S1. AMFLEET, CAPITOLINER CONTROL CARS, CDOT CONTROL CARS AND SPV CARS: AIR BELLOWS

Instructions when the air bellows become over-inflated or under-inflated (deflated) are as follows:

1. When under-inflated no action is necessary except to report occurrence on Form Map 21-A.

2. When over-inflated the speed of train must be reduced (see Special Instruction 37-S5, page 299) and the air bellows deflated as soon as practicable.

Instructions to deflate the air bellows are:

a. Locate "Air Spring Cut Out" badge plate on the car side sill (each end of car).

b. Close both "Air Spring Supply Cocks" on end affected. The cocks are located near the badge plate, have YELLOW handles and are tagged.

c. Open the "Deflate Air Spring Valve." It is located near the air spring supply cocks and has a RED handle.

d. After the air bellows are deflated normal speed may be resumed.

If the car is not equipped with a "Deflate Air Spring Valve" follow instructions (a) and (b) and operate per Special Instruction **37-S5** (page 299), to next terminal. The Dispatcher must be notified as soon as possible.

34-S2. ENGINES AND EQUIPMENT EQUIPPED WITH PYRANOL COOLED TRANSFORMERS.

This instruction applies to SEPTA MU Silverliner Cars Nos. 201-239, 251-399 & 9001-9017.

When debris is struck which may cause damage to the under-carriage of your train, Engineer must bring train to a safe stop and train crew must inspect above listed equipment when in consist of train to insure that no transformer is leaking.

If transformer is leaking, train must not be moved until instructions are received from General Superintendent's Office.

34-S3. BRAKING AT SPEEDS IN EXCESS OF 110 MPH AMTRAK PASSENGER EQUIPMENT

When operating at speeds in excess of 110 MPH, a full service brake application must be made whenever a reduction in speed is necessary in order to comply with fixed signal or cab signal indication. Once it is ascertained that the required speed will be affected, a lesser degree of braking may be used.

34-S4. PASSENGER TRAIN CONSIST

In accordance with Special Instruction 4-S1 (page 273), Conductors of trains operating on the Amtrak Northeast Corridor must review the consist of their train before leaving their initial terminal, at crew change locations, or before entering the Amtrak Northeast Corridor, and must have a job briefing with their Engineer and other crew members to discuss the maximum speed and other restrictions associated with their equipment.

34-S4. (Cont'd)

If a car in the train is restricted to a speed less than the maximum speed of the train's normal consist, the Conductor must notify the Dispatcher, in addition to all crew members. Dispatchers notified of such restrictions must inform the connecting dispatching district.

Conductors and Engineers of passenger trains consisting of cars that are not listed in the Timetable, must not leave their initial terminal without a train manifest, Form D or Passenger Name Record (PNR) indicating the maximum speed for equipment and any pertinent movement restrictions.

All passenger cars that are not listed in the Timetable, will be assigned a classification code letter to indicate the status for operation on Amtrak property (see SI 37-S5, page 300). The following letters indicate any restrictions:

A—No restrictions.

B—Must not operate in third rail territory between Hudson and CP 216, and between Penn Station and CP 12. Must not operate on No. 27 track south of 16RC signal in Washington Terminal.

C—May operate in Washington Terminal on all tracks, except: From H Signal Bridge to and including Station Tracks 13, 14 and 17 through 20. Must not operate on any other tracks of the Northeast Corridor.

D—May operate in Washington Terminal on all tracks, except: From H Signal Bridge to and including Station Tracks 12 through 14, and 17 through 20; North of K Signal Bridge on Track 42. Must not operate on any other tracks of the Northeast Corridor.

34-S5. TRAINS OPERATING IN DIRECT RELEASE

When assuming control of a train, Engineers must examine the Air Brake slip to determine whether the train is set in graduated or direct release.

AEM-7 engines must not be used to control the movement of a train that has its air brakes set in direct release, except in an emergency (e.g., the engine controlling movement of a train set for direct release becomes disabled, and the only available rescue engine is an AEM-7). In such a case, care must be taken not to graduate off an automatic brake reduction, resulting in an unintentional release of the train brakes.

Direct release trains controlled by an AEM-7 must not exceed 30 MPH between Bergen and "F" Interlockings on the NYP Line.

34-S6. BRIDGE PLATES: ASSISTING MOBILITY IMPAIRED PASSENGERS

Train crews are to assist mobility impaired passengers in getting on and off trains by using the metal **bridge plates** that are available at the stations listed below, for trains operating as indicated. Bridge plates are stored in black containers which can be opened by coach key, or are secured by chain and 102 switch key operated padlock. After use, bridge plates must be returned to their containers, and container doors locked. Train crews who find bridge plates missing, or locks or containers damaged, must inform the Dispatcher.

NHB Line: New London.

NYP Line: Newark Penn Station (trks 1 & 3); Newark International Airport (3 plates per platform, at ends of station building & center of platform); Metro Park (2 plates per platform, at ends of overhead canopy); New Brunswick & Princeton Jct. (1 plate on each platform adjacent to elevators); Trenton (2 plates on trks 1 & 4); Cornwells Heights, east & west (equipped for SEPTA & Amtrak trains).

Mid-Atlantic Division: Exton (east & west); Bryn Mawr, Thorndale (west only); Churchman's Crossing, No. 1 Trk only; 30th St. Phila. (Stored at stenciled locations without containers: 2 numbered bridge plates each platform, odd numbered behind south end stairway near platform telephone location, even numbered next to blocked off stairway north of elevator).

34-S7. MARYLAND DOT CARS: TRAP DOOR OPERATION

Passenger cars MARC II series 7700-7735, 7745-7762, 7791-7799 and MARC III series 7800-7891 are provided with release levers to enable an employee on the ground to raise the trap door. Employees may use this lever for that purpose, exercising caution to prevent injury. Paragraph "f" of Safety Instruction 5314 will not apply to employees using the release lever on these cars.

34-S8. TRAINS TURNING AT THORNDALE, MARCUS HOOK OR WILMINGTON

Passenger trains turning at Thorndale, Marcus Hook or Wilmington stations may reverse back to Thorn, Hook or Wine after the home signal is seen to display a proceed indication, and the track to the home signal is seen to be clear. Movement must operate at Restricted Speed until governed by a more favorable signal.

FREIGHT TRAIN OPERATION

35-S1. FREIGHT OPERATION:

6:00 AM to 10:00 PM RESTRICTION

The following trains must not exceed 30 MPH between 6:00 AM and 10:00 PM on any Amtrak dispatched line except the PH and MRS Lines: **(1)** Work trains; **(2)** Freight trains; **(3)** Light or multiple light engines.

Exceptions:

1. Equipment: This restriction does not apply to track cars, or Amtrak & MARC light or multiple light engines.

2. Mid-Atlantic Division: This restriction does not apply to NS solid TV trains. (A TV train is a freight train consisting entirely of equipment designed to carry trailers, containers, or RoadRailers.)

3. NHB Line: This restriction does not apply to trains that are equipped with operative on-board ACSES apparatus, and are operating in territory where ACSES Rules 580-591 are in effect.

35-S2. BACK UP MOVEMENTS

When backing freight trains, a minimum of three and not more than five hand brakes must be applied on rear to prevent slack running out on a descending grade.

35-S3. MAXIMUM POWER ON REAR

Engines pushing freight trains are limited to a total of 12 traction motors.

Engines pushing freight trains must ease off passing over cross-overs or turn outs when making diverging movements, exercising care to avoid slack action.

Employees are prohibited from riding in caboose while train is being pushed except when the caboose is coupled behind the pusher engine.

35-S4. FREIGHT TRAIN CAR LIMIT

Freight trains must not exceed 135 cars, with the following exceptions:

1. Trains which are not equipped with operating telemetry devices and are operating without a caboose on the rear must not exceed 50 cars.

2. Trains consisting entirely of empty hopper cars, must not exceed 150 cars. (See SI 35-P1, page 203)

3. Trains consisting entirely of empty Jenny type hopper cars, must not exceed 180 cars.

4. Trains consisting entirely of TPIX (Tropicana) cars, must not exceed 65 cars.

35-S5. MINERAL TRAIN

A train containing 25% or more of cars loaded with coal (see "Note" below), ore, stone, sand, clay or grain will be classified as a Mineral Train. Conductor or Engineer must notify the Dispatcher or Operator that they are entering a division of Amtrak with a Mineral Train. (See S.I. 37-S4, page 289, for speed.)

Note: This instruction does *not* apply to trains containing 25% or more of cars loaded with **coke**.

35-S6. CWR-RAIL TRAINS

When operating Amtrak CWR-Rail Trains loaded or empty, brake pipe pressure will be maintained and set for 110 lbs. over the entire Northeast Corridor. When the CWR-Rail Train is loaded and working without a buffer car as the rearmost car of the train, the maximum authorized speed is 20 MPH.

35-S7. CABOOSELESS FREIGHT TRAINS

The operation of cabooseless freight trains on the Northeast Corridor is subject to the following conditions:

1. Trains consisting entirely of trail-van equipment may operate at any hour.
2. Trains designated as local freights, yard transfers or switchers may operate at any hour.
3. Mixed or mineral freight trains may operate **only** between the hours of 10:00 P.M. and 6:00 A.M., *except:*
 - a. Mixed or mineral freight trains may operate at any hour on the PH Line between State & Glen, on the MRS Line between Mill River & Spring, and on the NHB Line between New Haven and MP 190.
 - b. Mineral freight and empty hopper trains may operate at any hour on the PW Line on Track A between Gunpow and Bay, and on No. 1 Track between Bowie and Landover.
 - c. Trains delayed while en route over the Northeast Corridor may be permitted to continue to their final terminal.
 - d. The General Superintendent or his representative may authorize an exception to the specified hours for a train that has been delayed on freight railroad property as a result of switch, signal, or mechanical failure.

PASSENGER AND FREIGHT TRAIN OPERATION

36-S1. TRAIN PARTINGS

- a. Whenever a train parting occurs the Conductor or Engineer must notify the Dispatcher immediately. The following information must be furnished:
 1. Location of train when parting occurred.
 2. Position in train & identification of equipment involved.
 3. Position of knuckles where parting occurred, if determinable.
 4. Distance between parted sections and whether or not any run-in following parting.
 5. Throttle position, speed, type of air applied, if any.
 6. Apparent reason for parting.
 7. Any other unusual conditions in connection with occurrence.

36-S1. (Cont'd)

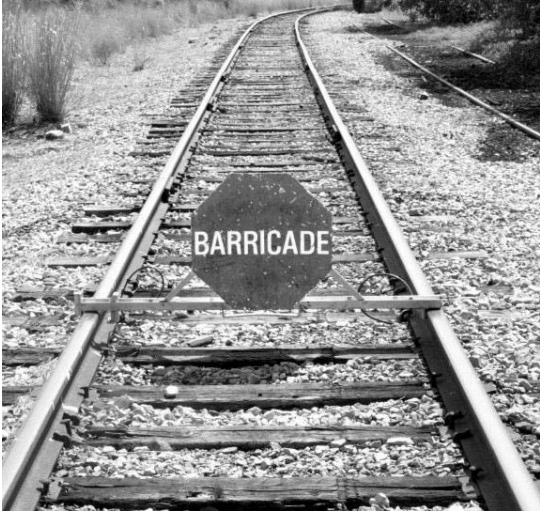
- b. Inspect the coupler and coupler operating mechanism. Check that coupler is in level position on the coupler carrier and that coupler operating mechanism is in good condition and operating freely.
- c. Remove any dirt, debris, ice, etc., from inside the coupler head. Close knuckle and observe that the rotary locklift is clear and coupler indicates that it is properly locked.
- d. If satisfied that coupler is locked, leave knuckle closed on suspect coupler. Open the knuckle on the mating coupler and couple cars together.
- e. After coupling, signal Engineer to stretch the train, then take slack and make a second stretch with the engine.
- f. **If separation was between two passenger carrying cars, a train crew member must be stationed in vestibule to prevent passenger movement between cars.**
- g. Whenever inspection reveals any coupler defects or improper couplings that cannot be corrected, the equipment involved must be set out.
- h. If inspection does not reveal any coupler defects and all pins appear to be in locked position, proceed to the next station where mechanical forces are on duty to inspect and make any emergency repairs that are necessary. If a locking pin had been applied to the rotary lock lift, replace the pin if possible.
- i. *If a second separation occurs between the same equipment, the equipment involved must be set out.* Inform the train dispatcher that the same equipment has separated for the second time and be governed by instructions received regarding location where car(s) are to be set out.
Exceptions: If an open knuckle was discovered on the same car in both separations, only that car must be set out. Or, if setting out one car leaves the suspect knuckle of the remaining car at the extreme rear of train, that car may move in the train as long as no other equipment is coupled behind it.
- j. Complete Unusual Occurrence Report and appropriate MAP forms/IDRS.

36-S2. RESTRICTED SPEED OPERATIONAL TEST

In an effort to ensure that trains required to operate at Restricted Speed are able to stop short of an obstruction, Amtrak Supervisors conducting operational tests will be placing a Temporary Track Barricade Sign in the gauge of the track ahead of trains *which are required by rule or special instruction to operate at Restricted Speed*. There are two types of Temporary Track Barricade Signs:

36-S2. (Cont'd)

Type 1: An octagonal reflectorized red metal sign which has the word “Barricade” stenciled on it in white letters:



Type 2: This sign consists of 2 sections: The lower section is approximately 3 feet in height, is outlined in yellow, and displays 4" wide orange and white diagonal stripes made from reflectorized material. The upper section consists of a red pipe with two angled brackets which hold red flags. A 7" red flashing strobe light is mounted at the top of the pipe, and is shaded by a yellow sun visor:



36-S3. MAIN TRACKS

In the application of Rules 14 and 136, all tracks that are governed by Interlocking, ABS or DCS Rules are considered Main Tracks.

36-S4. MATERIAL HANDLING CARS

Amtrak Material Handling Cars, Series 1500-1569 must not be moved unless doors are properly closed and secured.

36-S5. TRAINS PERFORMING BAGGAGE OR MAIL WORK

When a train is to perform baggage or mail work, the Conductor must have a job briefing with all crew members to confirm each individual's responsibilities regarding the baggage or mail work.

The Conductor must ensure that all baggage or mail work is completed and doors are secure before authorization is given for the train to proceed. The Conductor must not rely on information from non-crew members to determine when the work is complete and doors are secured. The Conductor (or other designated crew member) must make this determination through direct visual observation.

Permission to proceed must only be given verbally or by hand signal. At locations where baggage or mail work is performed, the Engineer must not accept the communicating signal as authority to proceed.

36-S6. RWP FLAGS AND TAGS

RWP flags and tags are used in conjunction with certain Roadway Worker Protection (RWP) safety procedures. An RWP flag is a reflectorized orange flag with black letters "RWP." An RWP tag is a fluorescent orange tag with the words "RWP PROTECTION. DO NOT REMOVE" on one side, and "DO NOT REMOVE. EMPLOYEE AT WORK" on the reverse side.

RWP flags are erected at derails applied to prevent entrance to track segments fouled by Roadway Workers, to make the derail more visible to approaching trains.

RWP tags are fastened to locks or other securing devices applied to switches or derails positioned to prevent entrance to track segments fouled by Roadway Workers, to prevent unauthorized employees from removing the securing device.

RWP tags are also attached to the controls of unattended engines that are located within a track segment fouled by Roadway Workers, to prevent unauthorized movement. Engines with an RWP tag attached to the controls must not be moved.

RWP flags and tags may be removed only by the Roadway Worker in charge of the working limits, or by another Roadway Worker who has been authorized by the Roadway Worker in charge of the working limits.

36-S7. HAULING DEAD ENGINES

a. Position in Train: Engines equipped with draft gear hauled “dead” in a train should be placed next to the hauling engine. Under no circumstances may they be placed further than 35 cars from the hauling engine.

b. Coupler & Brake Requirements for Consecutive Coupling: Each engine unit must be counted as a car. Engine units must be separated by one or more cars with operative air brakes unless it is known that:

1. Engine units are equipped with alignment control couplers,

AND

2. The air brake equipment on each unit incorporates a brake valve vent.

The engines may be coupled consecutively if these conditions are met.

36-S8. OPERATING THROUGH WATER WITH ROLLER BEARING JOURNALS

Engines and cars equipped with roller bearing journals must not be operated through water, except in an emergency when authorized by the Dispatcher. In such a case, the movement must not exceed 2 MPH, and water depth as measured from the top of the rail must not exceed the following:

EQUIPMENT TYPE	WATER DEPTH
Electric Engines, Classes AEM-7, ALP-46 & ALP-44	6 inches
Other Electric Engines; Non-NJT MU Cars	2 inches
Diesel Engines & NJT MU Cars	3 inches
Rail Diesel Cars; Cars Other than MU's	7 inches

36-S9. AMT-3: AIR BRAKE AND TRAIN HANDLING RULES AND INSTRUCTIONS: GRADUATED RELEASE OPERATION

An exception has been added to AMT-3 instruction 3.2.1: Brake pipe cut-off pilot valve/switch on controlling locomotive must be set to “PASS” position.

EXCEPTION: When a passenger train which is set to graduated release is assisted by a controlling locomotive not equipped with a “PASS” position on the brake pipe cut-off pilot valve/switch (or IFD screen) comply with the following:

1. Leave the train consist set to graduated release.
2. Place the brake pipe cut-off pilot valve/switch (or IFD screen) in the “FRT” or “IN” position.
3. Note on “Conditions En Route” section of MAP 1173/10C Summary that “Brake pipe cut-off pilot valve/switch is set to FRT position with train consist set to graduated release.”

NOTE: When operating in the above configuration, the train will function as a direct release train even though the train consist is set to graduated release (“Graduating off” the brake valve will have no effect; a brake release will only occur in the “Release” position of the automatic brake valve.)

36-S10. AMT-3: AIR BRAKE AND TRAIN HANDLING RULES AND INSTRUCTIONS: BACK-UP HOSE OPERATION

The note in AMT-3 instruction 5.4.2 part "B" is revised:

NOTE: Once tested, additional back-up hose tests are not required on the same equipment unless the crew changes without face-to-face relief, any angle cocks have been turned since last test, or where indicated by rule or special instructions.

36-S11. AMT-3: AIR BRAKE AND TRAIN HANDLING RULES AND INSTRUCTIONS: ACSES OPERATION

Section "J" of AMT-3 instruction 7.4.2 is revised as follows:

J. When the locomotive on-board equipment does not receive TSR information from the Data Radio, the Aspect Display Unit repeats the "Missing TSR Information" sequence below until valid TSR information is received:

- "--" (audible alarm sounds on first sequence and must be acknowledged within eight seconds to avoid penalty)
- permanent (normal) track speed.

36-S12. AMT-3: AIR BRAKE AND TRAIN HANDLING RULES AND INSTRUCTIONS: CHANGE OF CREW - DETERMINING CONDITION OF BRAKES

Section "H" has been added to AMT-3 instruction P4.1.5

H. After change of engine crew, outbound engineer will review "Conditions En Route" section of ALL MAP 1173/10C Summary forms to determine if brake pipe cut-off valve/switch on the controlling locomotive is in the "FRT" position as per Instruction 3.2.1 "Exception."

36-S13. AMT-3: AIR BRAKE AND TRAIN HANDLING RULES AND INSTRUCTIONS: CLASS II BRAKE TEST

Item "9" has been added to Section "A" of AMT-3 instruction P4.2.3.

A. Test Requirements

9. Any point where a brake pipe angle cock has been turned except when performing the Two-Way-End-Of-Train device emergency function tests.

36-S14. AMT-3: AIR BRAKE AND TRAIN HANDLING RULES AND INSTRUCTIONS: CLASS III BRAKE TEST

Item "7" has been added to Section "A" of AMT-3 instruction NP4.2.3.

A. Required

7. Any point where a brake pipe angle cock has been turned except when performing the Two-Way-End-Of-Train device emergency function tests.

SPEEDS—MAXIMUM AND VARIOUS

37-S1. SPEED TABLE

Engineers of trains that will operate at speeds greater than 20 MPH must verify the accuracy of the speedometer as soon as possible after departure. If the speedometer is not accurate to within plus or minus 3 MPH at speeds of 10 to 30 MPH, or to within plus or minus 5 MPH at speeds above 30 MPH, Engineers must verbally report the variance to the Dispatcher as soon as practical, and must note the variance on the prescribed form.

TIME PER MILE		MILES PER HOUR	TIME PER MILE		MILES PER HOUR
MINS.	SECS.		MINS.	SECS.	
0	24.0	150	0	48.0	75
0	24.8	145	0	51.4	70
0	25.7	140	0	55.4	65
0	26.7	135	1	00	60
0	27.7	130	1	5.5	55
0	28.8	125	1	12	50
0	30.0	120	1	20	45
0	31.3	115	1	30	40
0	32.7	110	1	43	35
0	34.3	105	2	00	30
0	36.0	100	2	24	25
0	37.9	95	3	00	20
0	40.0	90	4	00	15
0	42.4	85	6	00	10
0	45.0	80	12	00	5

37-S2. ENGINE SERVICING TRACKS AND CAR SHOP REPAIR TRACKS

Movements on Engine Servicing Tracks or Car Shop Repair Tracks must operate at Restricted Speed, not exceeding 5 MPH.

37-S3. TURNOUTS AND CROSSOVERS

All hand-operated crossover and turnout:

Diverging movements 10 MPH

Non-interlocked crossovers and turnouts:

Diverging movements 10 MPH

37-S4. SPECIAL MAXIMUM SPEEDS

EQUIPMENT	MPH
Circus Trains	30
Freight and work trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc., moving on own wheels	
on straight track	30
on curves	20
Mineral Freight Trains	30
(See Special Instruction 35-S5, page 283)	
(Northeast Division)	
"Providence & Worcester" Mineral freight Trains between New Haven and Boston	40
(Mid-Atlantic Division)	
Mineral Freight Trains Eastward between Wynnewood and Overbrook	20
Note: When handling such trains, conductor must know that the engineer has been so advised.	

37-S4. (Cont'd)	
EQUIPMENT	MPH
Snow Plows in service	20
Snow Flangers in service	20
Passing station platforms, trains on adjacent tracks and over all grade crossings	5
Note: When plowing, snow plow must be pushed with front end of engine coupled to plow. If engine is improperly turned and there are no facilities for turning, then a steel gondola should be placed be- tween the plow and engine.	
Passenger train assisted by an engine on rear and air brake controlled by leading engine	30
Passenger trains consisting of more than 30 cars .	60
Pushing Cars-Freight Trains	20
Trains with Engineer operating from other than leading end of movement (see SI 116-S1, pg 325) .	30
When operating under circumstances where SI 550-S1 (page 346) requires Speed Control to be cut in and functioning	20
TPIX (Tropicana) Cars: Northward trains consisting of only loaded TPIX cars on the PW Line between MP 123 and MP 106	40
Trains handling pulpwood logs in bulkhead flats in multiple track territory	
On straight tracks	25
On curves	15
Trains with scale test cars or Jordan Spreader . . .	25
Trains handling welded rail cars	40
Trains handling Speno Ballast Cleaning or Sweeper equipment	30
Trains handling Snow Plows and Flangers not in service	30
Trains handling steel slabs and ingot molds	40
Trains handling Subway Cars	40
Engines operating backwards by night over public crossings	15
An engine consisting of more than one unit is considered as operating backward when the employee in the leading unit does not have full control of the engine.	
Trains with snow loader and snow melter units not in service	30
Note: Loader and melter units to be coupled and moved in train with loaded unit trailing.	
Trains with loaded Amtrak tie cars series AMT 15500-15594, in consist	45
This restriction applies to cars loaded with concrete or wood ties.	

37-S5. ENGINES & EQUIPMENT: MAXIMUM SPEEDS, UNLESS OTHERWISE RESTRICTED; DIMENSIONS

Engine numbers other than those listed below must not be run over any portion of the Northeast Corridor unless authorized by Form D.

NOTES:

1. Numbers shown in “**Equip. Dimen.**” column denote relative engine or car dimensions, smallest being 1, largest being 8 (see pg. 298, 303). Each Line’s Special Instruction “40-x1” shows maximum dimension equipment that may be operated at each listed location.
2. The symbol $\leq$ denotes AC Electric Engines.
3. The symbol $\blacktriangledown$ denotes dual mode equipment. When operated in DC electrified territory, must be considered to be a DC electric engine, unless third rail contact shoes are removed or raised to position preventing contact with third rail.
4. Locomotives equipped with **Locomotive Speed Limiters (LSL)** must not exceed the maximum authorized speed for freight trains.
5. Locomotives equipped with **cab roof awnings** must have them folded flush against the cab when operating on, or adjacent to, Northeast Corridor main or running tracks.

Engine No.	Bldr. Model	Speed MPH			Equip. Dimen.	Notes at End of Table
		Lite	Mltip. Lite	With Train		
AMTRAK						
1-207	P-42BH	50	50	110	1	...
216-269 271-273 275-292 294-301 303-310 312-391 393-402 404-415	F40PH	50	50	100	4	...
500-519	P32-BWH	50	50	100	4	...
520-527	GP38 H-3	50	50	65	4	...
530-539	MP-15	30	50	65	3	...
540-541	SW1500	30	45	60	3	...
550-567	SW1200	30	45	50	2	S
569	SW1001	30	45	60	2	S
570-579	GP-15	50	50	65	2	...
650-664≤	HHP-8	50	50	125	1	...
700-717▼	P32AC-DM	50	50	110	1	...
720-724	GP38	30	50	65	2	S
736-742	SW1	30	45	50	2	S
790-799	SW1000	30	45	50	2	S
800-832, 835, 837, 839	P-40BH	50	50	110	1	...
900-953≤	AEM-7	50	50	125	1	...

37-S5. (Cont'd)						
Engine No.	Bldr. Model	Speed MPH			Equip. Dimen.	Notes at End of Table
		Lite	Mltip. Lite	With Train		
B&M / GTI / ST / MEC						
12, 15	GP7	30	50	65	3	...
45, 51, 52, 54, 62, 71, 72, 77	GP9	30	50	65	3	...
203-216	GP35	30	50	65	4	...
252	GP38	30	50	65	4	...
300-355 370-381	GP40	30	50	70	4	K
500-519	GP40-2	30	50	70	5	K
CDOT						
125-130	BL-20	50	50	75	2	...
833, 834, 836, 838, 840-843	P-40BH	50	50	110	1	...
6690-6691	F7M	50	50	80	3	...
6694-6699	GP40-2H	50	50	80	4	...
CP Rail / D&H						
5670,5677, 5678,5689, 5690,5697, 5698	SD40-2	40	50	60	5	B, K
7303-7312	GP38-2	30	50	65	4	...
JTCX						
5711, 5809	E-8A	50	50	90	4	G
LIRR						
101,102 104,105	SW1001	40	40	40	2	S
150-172	SW1500	40	40	65	3	...
400-422	DE30-C	40	40	80	2	E, S
500-522 ▼	DM30-C	40	40	80	1	E
MARC						
10-36	MP36PH	50	50	90	4	...
51-69	GP40-WH2	50	50	100	4	...
70-75	GP39H-2	50	50	90	4	...
7100	Power Car	30	50	80	4	...
4900-4903≤	AEM-7	50	50	125	1	...
4910-4915≤	HHP-8	50	50	125	1	...
MBTA						
902, 904	GP9	50	50	60	4	T
1000-1017	F40PH	50	50	100	4	...
1025-1036	F40PHM	50	50	100	4	...
1050-1075	F40PHC	50	50	100	4	...
1115-1139	GP40-MC	50	50	100	4	...
3248 & 3249	GS21B	50	50	70	4	...
MNRR						
101-106	GP35	45	50	70	3	...
110-115	BL-20	50	50	75	2	...
201-218	P32AC-DM	50	50	110	1	D
NJT						
274, 311	F40PH	50	50	100	4	...
500-503	SW1500	30	45	60	3	...
1001-1005	MP20B-3	30	50	70	2	...

37-S5. (Cont'd)						
Engine No.	Bldr. Model	Speed MPH			Equip. Dimen.	Notes at End of Table
		Lite	Mltip. Lite	With Train		
NJT						
4000-4032	PL42-AC	↓	↓	↓	4	...
Newark, NJ–Philadelphia		50	50	100		
All other routes		50	50	90		
4113-4129	F40PH-2B	30	50	100	4	...
4135-4144 4184-4189	GP40FH-2	50	50	100	4	...
4145-4150 4200-4219	GP40PH-2	30	50	100	4	...
4190	GP40PH-2	30	50	80	4	...
4191-4194	F40PH-2	50	50	100	4	...
Erie 834 & 835	E8A	50	50	80	4	...
4300-4303	GP40-2	30	50	100	4	...
4400-4431≤	ALP-44	50	50	100	1	...
4600-4628≤	ALP-46	50	50	100	1	...
4800-4803	P-40BH	50	50	110	1	...
4911-4914	F40PH-2B	30	50	100	4	...
Engines Marked MNR Operated by NJT:						
4900-4905	GP40FH-2	50	50	100	4	...
4906	GP40PH-2	30	50	80	4	...
4907-4910	F40PH-2	50	50	100	4	...
NCDOT						
1755, 1797	F59PHI	50	50	100	5	...
1792	GP40H2	50	50	100	4	...
P & W						
2006-2009	GP38-2	30	50	65	3	...
2010-2011	GP38	30	50	65	3	...
2201	U-23-B	30	50	65	4	K
2215-2216	7-23B	30	50	65	4	K
3001-3003	GP-40	30	50	70	5	B, K
3004-3008	B30-7A	30	50	65	3	K
3901-3909	B39-8	30	50	70	3	K
4001-4004	B40-8	30	60	70	3	...
SEPTA						
50	BL-1500	30	45	60	3	...
51, 52	SW1200	30	45	60	3	...
60-61	RL1000	30	50	65	3	...
70	2GS14B	30	45	60	3	...
2301-2307≤	AEM-7	50	50	125	1	...
2308≤	ALP-44	50	50	100	1	...
VRE						
V01-V10	RP39-2C	50	50	100	4	...
V20-V23	RP40-2C	50	50	100	4	...
V24	GP-40H-2	50	50	100	4	...
V30-V33	F40PH	50	50	100	4	...
V34-V36	F40PH	50	50	100	5	...

37-S5. (Cont'd)						
Engine No.	Bldr. Model	Speed			Equip. Dimen.	Notes at End of Table
		Lite	Mltip. Lite	With Train		
WEST CHESTER RAILROAD						
1803	RS-18	30	50	65	3	...
CSO/NECR						
1900, 1901	SD9	30	50	65	5	K
CSO 2340	SW-1500	30	45	60	4	...
CEFX 3398, CEFX 3715	SD40-2	30	50	65	5	K
NECR 3840 NECR 3843-3857, NECR 3869	GP-38	30	50	65	4	...
NECR 5032	SD40	30	50	65	5	C, K
NECR 6281	SD40	30	50	65	5	K
5215	SLUG	...	50	50	4	K
8511, 8530, 8552, 8554, 8565, 8579	B39-8	30	50	70	4	K
CSXT						
1-494	CW44AC	30	50	70	5	B, C, K
495-556	CW44AH	30	50	70	5	B, C, K
557-599	CW44AH	30	50	70	5	B, K
600-602	CW60AC	30	50	70	5	C, K
603-698	CW60AC	30	50	70	5	B, K
699	CW44-6	30	50	70	5	B, K
700-949	ES44AH	30	50	70	5	K
1006, 1008-1010, 1013, 1015-1018	MT6	30	45	50	6	C, K
1021-1024, 1040, 1042-1048, 1050-1066, 1068	SWMT	30	45	50	4	C
1100-1112, 1114-1119	SW 1500	30	45	50	5	C
1122-1124, 1127	SW1001	30	45	60	4	C
1128	SW1001	30	45	60	4	...
1130-1139, 1150-1194	MP15AC	30	45	60	5	C
1140-1149	MP15	30	45	60	5	C
1200-1241	MP15T	30	45	60	5	C, K
1300-1303	3GS221B	30	45	60	5	C
1500-1524	GP15T	30	50	65	4	C
1534-1536, 1539, 1541, 1542, 1548, 1551-1553	GP15	30	50	65	4	C
1537, 1538, 1540, 1543-1547, 1549, 1550	GP15	30	50	65	4	...
2200-2374, 2377-2380	RDSLUG	30	50	65	5	C
2411-2419, 2422-2442	SD40-2	30	50	65	5	C, K

37-S5. (Cont'd)						
Engine No.	Bldr. Model	Speed			Equip. Dimen.	Notes at End of Table
		Lite	Mltpl. Lite	With Train		
CSXT (Cont'd)						
2443-2445	SD38-2S	30	50	65	5	C, K
2450-2454	SC38-2	30	50	65	5	C, K
2461-2463	SD38	30	50	65	5	B, C, K
2474-2499	SD50-2	30	50	70	5	C, K
2746, 2788, 2793, 2795, 2798, 2804, 2807, 2810, 2812-2814	GP38-2	30	50	65	5	...
2794, 2796, 2797, 2799-2803, 2806, 2808, 2809, 2811	GP38-2	30	50	65	5	B, C
4282, 4283, 4287, 4293-4295, 4297-4299	GP39	30	50	65	5	B, C, K
4300-4319	GP39-2	30	50	65	5	B, C, K
4405, 4406, 4412, 4415, 4418, 4422, 4423, 4429, 4431, 4441, 4450, 4451	GP40-2	30	50	70	4	K
4424-4428, 4430, 4432, 4434-4436, 4439, 4442, 4449, 4452	GP40-2	30	50	65	4	C, K
4500-4589	SD70AC	30	50	70	5	C, K
4590-4602	SD80AC	30	50	70	5	B, K
4607, 4612, 4617, 4621	SD40	30	50	65	5	C, K
4675-4699	SD70M	30	50	70	5	C, K
4701-4830	SD70AC	30	50	70	5	K
4831-4850	SD70AE	30	50	70	5	K
5000-5016	CW60AC	30	50	70	5	B, K
5101-5122	CW44AH	30	50	70	5	B, K
5200-5501	ES44DC	30	50	70	5	K
5507-5512, 5529, 5535, 5554, 5568, 5569, 5575, 5580, 5581	B30-7	30	50	70	4	C, K
5834, 5839	B36-7	30	50	70	4	K
5875, 5877, 5878, 5880, 5884, 5885, 5887, 5891, 5894, 5897, 5902-5904, 5910, 5911, 5914	B36-7	30	50	70	4	C, K
5930-5959	B40-8	30	50	70	4	C, K

37-S5. (Cont'd)						
Engine No.	Bldr. Model	Speed			Equip. Dimen.	Notes at End of Table
		Lite	Mltip. Lite	With Train		
CSXT (Cont'd)						
6137, 6139, 6346, 6352, 6355, 6356, 6362, 6392, 6398, 6399	GP38-2S	30	50	70	4	C
6150, 6151, 6155, 6157-6159, 6234, 6237, 6239, 6242, 6245, 6246	GP38-2S	30	50	70	4	B, K
6153, 6156, 6160, 6209-6230, 6232, 6233, 6235, 6236, 6238, 6240, 6241, 6243, 6244, 6246-6249, 6280, 6295, 6318, 6341	GP40-2	30	50	70	4	B, K
6361, 6363, 6364, 6388, 6390, 6391, 6393-6397, 6400-6499	GP40-2	30	50	70	4	C, K
6595	GP40	30	50	65	4	C, K
6897-6899	SD60	30	50	70	5	C, K
6900-6909, 6911-6943, 6947, 6951-6973	GP40-2	30	50	70	4	C, K
7300-7396	CW40-8	30	50	70	5	B, K
7489-7498, 7500-7519, 7521, 7648	C40-8	30	50	70	4	C, K
7650-7917	CW40-8	30	50	70	5	C, K
7918-7929	CW40-8	30	50	70	5	K
8421, 8423, 8425-8427, 8429-8432, 8435-8437, 8439-8488	SD40-2	30	50	65	5	C, K
8611, 8620, 8624, 8628, 8629, 8635, 8641, 8662, 8665, 8667	SD50	30	50	70	5	C, K
8634, 8636-8640, 8642, 8643, 8660, 8661, 8666	SD50-2	30	50	70	5	C, K
8700-8721	SD60	30	50	70	5	C, K
8722-8755	SD60i	30	50	70	5	B, C, K
8756-8765, 8767-8786	SD60M	30	50	70	5	K

37-S5. (Cont'd)						
Engine No.	Bldr. Model	Speed			Equip. Dimen.	Notes at End of Table
		Lite	Mltpl. Lite	With Train		
CSXT (Cont'd)						
8787-8790	SD60	30	50	70	5	C, K
8829, 8830, 8854-8857, 8860, 8864-8869, 8874, 8880, 8882, 8885, 8886	SD40-2	30	50	70	5	B, K
8863, 8870-8873, 8875-8879, 8881, 8883, 8884, 8887-8889	SD40-2	30	50	70	5	B, C, K
8984	SD45-2	30	40	40	5	C, K
9000-9052	CW44-9	30	50	70	5	C, K
9992, 9993	F40PH-2	50	50	100	4	...
9998, 9999	F40PH-2	50	50	100	5	...
NS/PRR						
700-715	RP-E4C	30	50	70	5	B
912-941	RP-E4D	30	50	70	3	C
1700-1705	SD45-2	30	40	40	5	B, K
2100-2110	SW-1001	30	45	60	5	B
2200-2239	SW-1500	30	45	60	5	B
2501-2540 2557-2580	SD-70	30	50	70	5	B, K
2541-2556	SD-70	30	50	70	5	B, C, K
2581-2648	SD-70M	30	50	70	5	B, K
2649-2778	SD-70M-2	30	50	70	5	B, K
3000-3064	GP40-2	30	50	70	4	...
3071-3076	GP40-2	30	50	70	5	B
3077-3102	GP40-2	30	50	70	5	B, C
3170-3200	SD40	...	...	...	...	P
3329-3447	SD40-2	30	50	65	5	B, K
3522-3564	D8-32B	30	50	70	5	B, C, K
3800-3820	SD-38	30	50	65	5	B, K
4100-4159	GP38AC	...	...	...	...	P
4270, 4271	F9A	50	50	90	4	G
4275, 4276	F7B	50	50	90	4	G
5000-5016	GP38-2	...	...	...	...	P
5226-5393	GP38-2	30	50	65	4	...
5400-5445	SD50	30	50	70	5	B, K
5601-5680	GP38-2	30	50	70	5	B
5801-5889	GP38-3	30	50	70	5	B
6550-6700	SD60	30	50	70	5	B, C, K
6702-6716	SD60	30	50	70	5	B, K
6717-6762	SD60I	30	50	70	5	B, K
6763-6806	SD60M	30	50	70	5	B, K
7200-7215	SD80MAC	30	50	70	5	B, K
7500-7719	ES40DC	30	50	70	5	B, K
8000-8023	ES44AC	30	50	70	5	B, K
8300-8313	D8-40C	30	50	70	5	B, K
8314-8467	D8-40CW	30	50	70	5	B, K
8689-8763	D8-40C	30	50	70	5	B, C, K
8764-8888	D9-40C	30	50	70	5	B, C, K

(Cont'd)						
Engine No.	Bldr. Model	Speed			Equip. Dimen.	Notes at End of Table
		Lite	Mltip. Lite	With Train		
NS/PRR (Cont'd)						
8889-9128	D9-40CW	30	50	70	5	B, C, K
9129-9978	D9-40CW	30	50	70	5	B, K
NOTES:						
All CSX & NS Engines Prohibited as Follows:						
1. Between Hudson and Harold.						
2. Tracks 1 & 4 between Overbrook and Paoli.						
3. Tracks 5, 6, 7 & Pit Track through Harrisburg Station.						
4. Through Baltimore Penn Station, except via 1 or F tracks.						
Restrictions designated in applicable Line Special Instructions will apply at all other locations. Conductors or Engineers in charge of trains prohibited at any of the above locations must contact the Amtrak Dispatcher for instructions before entering the Northeast Corridor.						
"Notes at End of Table" for Equipment Operation:						
B - May operate PW Line through B&P Tunnel between Charles and Bridge.						
C - Prohibited from operating as a lead unit in CSS territory.						
D - Before movement, third rail shoes must be removed.						
E - Exception: When verbally authorized by Dispatcher at PSCC, may operate through the North River Tunnels <i>via tracks 3x and 4x only</i> .						
G - May operate at maximum passenger train speed when hauling passenger equipment exclusively. LSL freight train speed restriction does not apply to these engines.						
K - Locomotive exceeds 290,000 pounds gross weight.						
P - Engines prohibited on all Northeast Corridor Territory.						
S - May operate between Bergen & Harold, and A & Empire only when verbally authorized by Dispatcher at PSCC.						
T - May operate on DB Line. On NHB Line, must not operate any further west than distance necessary for movement to clear Atwells Int. On MM Line, may operate between Cabot & Tower 1.						
Equipment Dimension Codes (engines & cars):						
1 - Unrestricted operation on NEC not exceeding 14' 8"						
2 - May operate Between Bergen & Harold, and A & Empire only when verbally authorized by Dispatcher at PSCC.						
3 - Plate B not exceeding 15' 1"						
4 - Plate C not exceeding 15' 6"						
5 - Plate E not exceeding 16' 2"						
6 - Plate F, and TOFC/COFC not exceeding 17' 2"						
7 - Plate G (auto racks) not exceeding 19' 1"						
8 - Plate H (double stack) not exceeding 20' 2"						

37-S5. (Cont'd)		
CARS		
AMTRAK	Spd	Equip Dim
Amfleet Inspection Cars 10001 and 10002	125	1
Office Car 10020-10022	110	1
Office Cars 15400 - 15477	35	3
MW cars 16700-16722 & 17000-17115	45	2
Amfleet car series 20000-22999, 25000-26999, 28000-28999, 42000-44499, 48000-48999	125	1
Michigan car series 44550-44999 (Series 42000, 43000, 44000 & 48000 - Push-Pull operation.)	125	1
Amfleet Capstone car series 81000-81499, 82000-82499, 83000-83499, 85000-85499; and Push-Pull equipped series 81500-81999, 82500-82999, 83500-83999, 85500-85999	125	1
Capitoliner Control Cars series 9632-9641*, 9643-9647, 9649-9651; Conference Car 9800	125	1
*Note: See restrictions for car 9637 in SI's 40-H1 (pg 146), 40-E1 (pg 151), 40-T1 (pg 158), 40-N1 (pg 178), 40-P1 (pg 206) & 40-W1 (pg 222)		
Amfleet or Capitoliner cars with over-inflated air bellows (air springs):		1
(a) Through crossovers and turnouts	15	
(b) All other movements (see S.I. 34-S1 , pg 279)	30	
Amfleet or Capitoliner cars with defective bolster anchor radius rod (Also see AMT-3 instructions 9.2.3 & 9.4.3)	30	
♦Horizon passenger car series 51000-54599, 58000-58109	125	1
♦Note: Horizon Food Service cars series 53000 & 58000 are prohibited from operating in territory equipped for DC electrical (3rd rail) operation (see SI's 47-N1 & 47-T1). Exception: Cars 53501, 53505, 53509, 53510 & 53511 may operate in territory equipped for DC electrical operation.		
Viewliner cars 8400, 62000-62091 (see S.I. 41-S11 , pg 307)	110	1
Heritage car series 2233, 2400-3127, 7000-7628, 8501-8601, 9302 (See S.I. 72-G2 , page 242)	110	1
Dome lounge 10031	90	5
Superliner I & II car series 31000-39046	100	5
High Level car series 39940-39975	90	5
Non-Powered Control Units (NPCU), Series 90200-90400	100	4
Baggage car 17073	45	1
Baggage cars 1000-1272, 1800-1802, 1850-1857	110	1
Express baggage cars 1701-1763	110	1
Material Handling Cars Series MHC 1500 to 1569	110	1
Material Handling Cars Series MHC 16800-16802	45	1
Cabin cars series 14000-14037 and 18581	45	2
Wheel cars 15013, 15014	45	1
SEMI-PERMANENTLY COUPLED TRAINSETS	Spd	Equip Dim
Turboliner Cars RTL Nos. 2131-2162, 2270-2389	110	1
Note: This equipment is dual mode. When operated in DC electrified territory, it must be considered to be a DC electric engine unless third rail contact shoes are removed or raised to position preventing contact with third rail. Turboliner equipment must not be left unattended unless wheels are chocked.		

37-S5. (Cont'd) — CARS		
SEMI-PERMANENTLY COUPLED TRAINSETS	Spd	Equip Dim
High Speed Trainset (HST) Cars 2000-2039 (power cars), 3200-3219, 3300-3319, 3400-3419, 3500-3559, and Instrumented Car 10003	150	1
HST cars with deflated air springs	90	
HST cars with over inflated air springs:		
Non-diverting routes	30	
Diverting routes		
HST Power Cars (2000-2039) operating with shroud raised on:		
Leading Power Car	50	
Trailing Power Car	125	
HST towed with shroud raised	125	
HST operating without either a 3200 or 3400 series car (or the instrumented car 10003) adjacent to each powercar	125	
HST Power Cars 2000-2039, Lite	50	
HST Power Cars 2000-2039, Multiple Lite	50	
PRIVATE CARS (see SI 34-S4, pg. 279)	Spd	Equip Dim
Type A	pnr	1
Type B	pnr	4
Type C	pnr	5
Type D	pnr	5
Type ND: Prohibited on Northeast Corridor	...	...
C.D.O.T.	Spd	Equip Dim
Passenger Cars Series 1600-1606	90	3
Passenger Car Series 1614-1616, 1640-1646, 1648 & 1650 & Control Car Series 1687, 1691-1697, 1699	100	3
With over or under inflated air bellows (bags)	40	...
Passenger Car Series 1621-1631, 1633 (odd numbers only)	90	3
Passenger Cars 1730-1774 (even numbers only)	80	
Control Cars 1001, 1671, 1673, 1675, 1680-1682	90	3
Control Cars 1701, 1703, 1705, 1707, 1709, 1711, 1713, 1715, 1717 & 1719	80	3
CSX	Spd	Equip Dim
Office Cars Nos. 300, 307, 308, 310, 315, 318, 362 & 363	110	1
Office Cars Nos. 317, 319 & 350	90	4
Note: Office Car 361 is <i>prohibited on the NEC</i>	...	...
Maryland D.O.T.	Spd	Equip Dim
MARC II Series 7700-7735, 7791-7799 coaches, and 7745-7762 control cars (Push-Pull Service)	110	1
Push or Pull with over or under inflated air bellows (air bags):		
Through crossovers and turnouts	30	
All other movements	60	

37-S5. (Cont'd) — CARS		
Maryland D.O.T.	Spd	Equip Dim
MARC III Series 7800-7834, 7870-7876, 7890-7896 & Control Cars 7845-7858:		4
Washington to Philadelphia	125	
All Other Routes	90	
Push or Pull with over inflated air springs (there is no restriction when air springs are under inflated):		
Through crossovers and turnouts	15	
All other movements	30	
MARC Gallery Cars Series 7900-7911	80	5
MBTA	Spd	Equip Dim
Pullman Standard Cars (Nos. 200-258)	80	3
Bombardier Cars 350-389, 600-653 & 1600-1652	80	3
MBB Cars (Nos. 500-532 & 1500-1533)	80	3
Kawasaki Double Decker Coaches (Series 700 & Series 1700)	80	4
NOTE: All MBTA cars with an over or under inflated air spring on one end of the car must not exceed 50 MPH on non-diverting routes, and 25 MPH on diverting routes. When two or more cars in consist have this condition, the train must not exceed 25 MPH on non-diverting routes, and 15 MPH on diverting routes.		
NJT	Spd	Equip Dim
Comet I Car Nos. 1600-1606, 1608-1609, 1700-1760, 5707-5726, 5729-5735, 5737-5740, 5743-5746, 5748-5751	100	1
Comet IB Nos. 5220-5234	100	1
Comet II Car Nos. 5300-5459, 5610-5706	100	1
Control Cars: Comet I Nos. 5100-5120, 5122-5131, 5133-5134, Comet II Nos. 5135-5154, Comet IB Nos. 5155-5169:		1
Pull Mode	100	
Push Mode	90	
Comet III Control Car Nos. 5000-5010	100	1
Comet III Car Nos. 5200-5205, 5500-5534	100	1
Comet IV Control Car Nos. 5011-5031	100	1
Comet IV Car Nos. 5235-5269, & 5535-5582	100	1
Comet V Car Nos. 6200-6299 (toilet), 6500-6699 & Control Car Nos. 6000-6199:		1
Newark, NJ to Philadelphia	100	
All Other Routes	90	
Multi-Level Control Car Nos. 7000-7075 & Multi-Level Car Nos. 7200-7320 (toilet), 7500-7750 (trailer)		1
Newark, NJ to Philadelphia	100	
All Other Routes	90	
Hopper Car Series 9124-9154	25	3

37-S5. (Cont'd) — CARS		
<i>Cars Marked MNR Operated by NJT:</i>	Spd	Equip Dim
Comet V Control Cars Nos. 6700-6714	90	1
Comet V Car Nos. 6750-6754 (trailer w/toilet)	90	1
Comet V Car Nos. 6755-6799 (trailer, no toilet)	90	1
NJT Cars <i>and</i> Cars Marked MNR Operated by NJT		
NJT Passenger Cars (except NJT-1 Official Car) with over or under inflated air springs:		
(a) Through crossovers or turnouts	30	
(b) All other movements	60	
NJT-1 Official Car	80	3
★NJT Cabin Cars Series 904 to 907	45	3
★NJT Wire Train Cars 9950 to 9952	60	3
★NJT Tool Car 9998	60	3
★Operation is <i>prohibited</i> east of Portal.	...	...
NJT - MULTIPLE UNIT CARS	Spd	Equip Dim
NJT Arrow III Nos. 1304-1533	80	1
When MU air springs are deflated or over inflated:		
(a) Through crossovers or turnouts	30	
(b) All other movements	60	
If overriding buffer plates occur on MU cars, Dispatcher must be notified immediately. Speed of train must not exceed 15 MPH, and when moving through crossovers and turnouts 5 MPH. Trainmen and passengers must not occupy or pass through vestibule area while train is in motion.		
North Carolina DOT	Spd	Equip Dim
Passenger Cars Series 400001-400006, 400008, lounges 400201-400203	110	1
SEPTA	Spd	Equip Dim
Control Cars Series 2401-2410, 2460, 2461, & Passenger Cars Series 2501-2525, *2550-2559; 2590-2595		
Pull Mode	100	1
Push Mode	90	
Push or Pull with Air Springs Over or Under Inflated:		
(a) Through crossovers and turnouts	30	
(b) All other movements	60	
* End gates must be kept retracted, unless coupled to similarly equipped car.		
Cars 601 & 602	75	1
Gel Train Control Cars 615, 622	65	3
Cabin Cars 2002 & 2010**	45	3
** These cars are prohibited east of Bergen, and on No. 4 River Line trk. at Girard.		
SEPTA - MULTIPLE UNIT CARS	Spd	Equip Dim
SEPTA Silverliner II (Budd) Nos. 201-219, 251-269, 9001-9017	85	1
SEPTA Silverliner III (St. Louis) Nos. 220-239	85	
SEPTA Silverliner IV (GE) Nos. 101-188, 270-499	95	
When MU air springs are deflated or over inflated:		
(a) Silverliner IV through crossovers or turnouts	30	
(b) Silverliner IV, all other movements	60	
(c) Silverliners II & III through crossovers or turnouts	15	
(d) Silverliners II & III, all other movements	30	

37-S5. (Cont'd) — CARS		
SEPTA - MULTIPLE UNIT CARS (Cont'd)		
If overriding buffer plates occur on MU cars, Dispatcher must be notified immediately. Speed of train must not exceed 15 MPH, and when moving through crossovers and turnouts 5 MPH. Trainmen and passengers must not occupy or pass through vestibule area while train is in motion.		
◆US D.O.T.	Spd	Equip Dim
DOTX 216	125	1
DOTX 217 (<i>See SI 41-S15, page 308</i>)	90	4
DOTX 218	70	4
►DOTX 219	90	4
►DOTX 220	90	1
DOTX 221, 223	110	1
◆All US D.O.T. test cars must be towed by a locomotive, as they are not cab signal equipped (<i>See SI 550-S1, pg 346</i>). ►DOTX 219 and DOTX 220 must be operated in accordance with Train Type "C" speeds.		
VRE	Spd	Equip Dim
Passenger Car Series V405-V415	80	5
Passenger Car Series V421-V460	80	5
Control Car Series V710-V730	80	5
Passenger Car Series V800-V817, V850-V869	80	5
NOTES:		
Equipment Dimension Codes (engines & cars): 1 - Unrestricted operation on NEC not exceeding 14' 8" 2 - May operate Between Bergen & Harold, and A & Empire only when verbally authorized by Dispatcher at PSCC. 3 - Plate B not exceeding 15' 1" 4 - Plate C not exceeding 15' 6" 5 - Plate E not exceeding 16' 2" 6 - Plate F, and TOFC/COFC not exceeding 17' 2" 7 - Plate G (auto racks) not exceeding 19' 1" 8 - Plate H (double stack) not exceeding 20' 2"		

37-S6. AMTRAK FREIGHT EQUIPMENT

Unless otherwise restricted, Amtrak freight equipment is authorized to operate at freight train speeds.

37-S7. EQUIPMENT FITTED WITH INSTRUMENTED WHEEL SET (IWS)

To facilitate periodic train-track dynamics testing, one truck of certain cars will be refitted with an Instrumented Wheel Set (IWS). Since, by design, the brake system on an IWS equipped truck is either removed or cut out, no brake test is required on the IWS truck. IWS equipped cars will be considered as having 100% operative brakes, as long as the brakes on the non-IWS end of the car are operative. *When an IWS equipped car is operated in a train consisting of less than 3 cars (including the IWS car), train speed must not exceed 50 MPH.*

37-S8. AMTRAK TRAINS WITH MAIL, BAGGAGE AND EXPRESS (MB&E) CARS

This instruction applies to Amtrak trains with mail, baggage and express (MB&E) cars operating between Washington and Boston, or New Haven and Springfield.

MB&E trains operating between Philadelphia and Harrisburg are governed by SI 37-G6, page 239.

An "MB&E" car is a 1500 series MHC car; 1000, 1100, 1200, 1700 or 1800 series baggage car; or 70000, 71000 or 74000 series express mail car (see S.I. 41-S16, pg. 308). A "passenger carrying car" is a car designed to carry passengers and/or provide on-board services (e.g., coach, sleeper, food service car), not including private cars.

- A. Trains with 14 cars or less may operate at Train Type C speeds if they have no more than 2 MB&E cars for each passenger carrying car.
- B. Trains with 14 cars or less must operate at ***Train Type D*** speeds on the PW, NYP, NYT & NHB lines (see SI 37-P1, 37-N1, 37-T1 & 37-B1), and passenger train speeds not exceeding 80 MPH on other lines, if they have:

- 1. More than 2 MB&E cars for each passenger carrying car in consist, or
- 2. No passenger carrying cars in consist.

Exception: Trains of 14 cars or less that are handled by 1 or more AEM-7 or HHP-8 engines and have at least 1 passenger carrying car may operate at Train Type C speeds not exceeding 110 MPH, when the brakes on all cars are operative.

- C. Trains with 15 to 24 cars may operate at Train Type C speeds if they have no more than 2 MB&E cars for each passenger carrying car, *and the brakes on all cars are operative.*
- D. Trains with 15 to 24 cars must operate at ***freight train*** speeds if they have:
 - 1. More than 2 MB&E cars for each passenger carrying car in consist, or
 - 2. No passenger carrying cars in consist, or
 - 3. Inoperative brakes on any car.

Exception: Trains with 15 to 24 cars that have more than 2 MB&E cars for each passenger carrying car, or inoperative brakes on any car, may operate at ***Train Type D*** speeds on the PW, NYP and NHB lines, and passenger train speeds up to 80 MPH on other lines, **if** they have at least 4 Amfleet, Horizon, Viewliner, or Heritage Sleeper cars, **and** no more than 15 MHC or baggage cars.

- E. Passenger trains with more than 24 cars are prohibited on all NEC lines except the PH line.

OTHER LOAD AND EQUIPMENT RESTRICTIONS

41-S1. EAST, NORTH RIVER AND EMPIRE TUNNELS AND PENN STATION—NEW YORK

The following applies to the movement and storage of passenger and freight equipment through the East and North River Tunnels and Penn Station:

1. All hatch covers on cars must be closed and secured before entering tunnels.

2. Cars excluded from movement:

Cars containing shipments of hazardous materials requiring placards under the provisions of the current issue of Conrail C.T. 225, Hazardous Materials Regulations.

3. Operating limitations which must be observed:

(a) Passenger trains must not exceed 30 cars.

(b) Freight trains must not exceed 50 cars.

(c) Coal or charcoal ranges or heaters in kitchen cars of all steel construction must have fire banked prior to entering tunnels.

(d) Passenger and freight train cars containing butane, propane or other compressed flammable gas for cooking, lighting, heating, refrigeration or other purposes are restricted, unless such gas has been drained from the containers on cars so equipped or portable containers with other types of gasses have been removed. **EXCEPTION:** Work trains may carry canisters of compressed oxygen and acetylene for welding and other maintenance activities within the confines of all EC, NYT & NYP Line tunnels. Quantities must be limited to one day's expected use. Canisters of oxygen and acetylene, either empty or full, may not be stored in the tunnels.

4. GP type hoppers must not be operated on tracks equipped for third rail operation.

5. Diesel and Turbine engines not capable of drawing propulsion power from 3rd rail must be hauled by electric engines between east portal of East River Tunnels, and north portal of Empire Tunnel. (Diesel and Turbine engines may be idling while being hauled). They may operate independent of third rail power only when authorized by the Dispatcher at PSCC. **EXCEPTION:** This instruction does not apply to diesel powered Sperry Cars, or other track maintenance equipment equipped with proper exhaust attachments.

41-S2. CARS EXCEEDING 263,000 POUNDS

Cars with gross weight exceeding 263,000 lbs. cannot be moved without permission of the General Superintendent.

41-S3. NO. 6 TURNOUTS

Cars over 50'6" in length must not be operated through No. 6 turnouts in diverging route, when coupled to other cars.

41-S4. SINGLE-AXLE TRUCKS

Cars with single axle trucks must not be used as the rear car of any train operated in electrified territory. **EXCEPTION:** When necessary, Amtrak freight cars A18401 & A18402 may be used as the rear car of a work train moving to or from work locations. When this car is on the rear of a train, the Conductor must notify the Dispatcher. Rule 506, "Trains That Might Not Shunt," must be applied while the train is in ABS territory; and Rule 605, "Movements That Might Not Shunt," must be applied while the train is in interlocking limits.

41-S5. AMTRAK FREIGHT CARS

AMTRAK cars in series 11300, 11301, 11303-11308, 11310-11318, 11320-11324, 11327-11347, 11350-11359, 11362-11377, 11379-11384, 11386, 11389-11397, 11399, 11500-11731, 11800-11899, 11901-11920, 13031-13036, 13100, 13101, 13200-13403, 13900-13967, 15003*, 15004-15013, 15021-15030, 15051-15062*, 15150-15199 (tower cars must be in lowered position), 15242, 15244, 15250-15252, 15260-15316, 15500-15594, 15610-15619, 15650, 15651, 15700-15725 and 15655-15824 are restricted as follows (Also see SI 41-S10, page 307):

Northeast Division

Must run No. 11 or 12 tracks Penn. Station, N.Y.

*Cars 15003 & 15051-15062 are prohibited on Penn. Station, NY Track 17, but may operate on Tracks 1-16 & 18-21.

Mid-Atlantic Division

Must avoid all tracks Suburban Station, Phila.

Trains containing this equipment must be examined by the Conductor to determine the restrictions. The Conductor must notify the Dispatcher and Engineer of any restrictions affecting the movement of their train.

41-S6. AIR SIDE DUMP GONDOLAS

Series AMT 13915 through 13967 inclusive equipped with waste conveyors, mandate that "B" end of car must be coupled to "A" end of adjoining car.

41-S7. AIR DUMP HOPPERS & GONDOLAS

Movement of trains with Air Dump Ballast Hoppers Series AMT 11800—11899 and Air Side Dump Gondolas Series AMT 13900—13967 in consist must not be made with main reservoir hose coupled between engine and cars, except when coupled for the purpose of immediate dumping by direction of MW Foreman.

41-S8. OPERATION OF DOUBLE STACK CARS

Operation of double stack cars is prohibited on the Northeast Corridor, except under the following conditions:

1. No restriction applies to empty cars (i.e., flat car with no containers).
2. Single level loaded cars with axle loading not to exceed 65,000 lbs. may operate on any track where freight trains are permitted.

41-S8. (Cont'd)

3. MERX type container cars loaded with two-tier trash containers, with height not to exceed 17' 2" and axle loading not to exceed 65,000 lbs., may operate between Attleboro and Mansfield.
4. Multi-unit double stack trash container cars not exceeding a height of 17' 0" above the top of the rail and axle loading not to exceed 65,000 lbs., may operate on the MRS Line between New Haven and West Springfield.

41-S9. AMTRAK BALLAST CARS

Amtrak ballast cars class MFS-40 and series AMTK A14613-A14616 mandate that the "A" end of the car must only be coupled to the "B" end of another MFS type ballast car. When the adjoining car is not an MFS-40 type ballast car, BMS or BMS-100, a flat car must be used as an idler car under the "A" end of the car. Coupling any other type of equipment to the "A" end of the car is prohibited.

41-S10. SWITCH EXCHANGE SYSTEM CARS

The following restrictions apply to the movement of Switch Exchange System (SES) cars A18001 - A18004, and A18101, and to Amtrak flat cars 15610-15619 and 15655-15799, **when either type car is loaded with panels:**

1. They may be moved only with the authority of, and when accompanied by, a qualified supervisor or MW Foreman.
2. They must not exceed 30 MPH.

The two requirements shown above supersede the "prescribed form" provision contained in Rule 119(a).

(Also see SI 41-S5, page 306)

41-S11. VIEWLINER CARS: REQUIREMENT TO HAVE TRAP STEPS IN "UP" POSITION

Due to potential clearance problems, trap steps on Viewliner Cars 62000-62049 and 62091 must be in the up position whenever these cars are moved outside of yards (also see S.I. 37-S5, pg 299).

41-S12. TLM, UNDERCUTTERS, POWER CARS

Amtrak TLM No. 25001, Undercutters Nos. N14901, N14904 & N14907, and Power Cars Nos. N14801 & N14802 must not exceed 25 MPH.

Due to potential clearance problems on the Mid-Atlantic Division, and NYS, EC, NYT & NYP Lines, this equipment must not be operated on main tracks or running tracks in these territories until the Conductor and Engineer have received written notification of any routing restrictions.

41-S13. RAIL PICK UP UNIT

The Rail Pick Up Unit is a 4 car unit numbered 15600-15603, and is used for loading old welded rail onto rail trains. While rail is threaded through the pickup unit, it must not be moved unless accompanied by a qualified MW employee, speed does not exceed 20 MPH, and distance does not exceed 20 miles.

41-S14. AMTRAK MW CRANES

Amtrak Kirow Crane A59601 is a self-propelled MW crane with 8 axles on span bolster trucks. It is authorized to operate in work trains at 30 MPH, or alone as a track car at 30 MPH. When crane A59601 is operating in a work train, it must be accompanied by the 89' flat car AMTK 15616. It has no clearance or weight restrictions on Amtrak lines.

American Crane A59019 is a self-propelled MW crane, and is authorized to operate at 30 MPH. American Crane A59019 is assigned equipment dimension 4, and may operate only on track segments where each Line's Special Instruction "40-x1" (for example, 40-B1, pg 117) lists equipment dimension 4 or greater.

41-S15. U.S. DOT TEST CAR DOTX 217

At certain passenger stations, operation of U.S. DOT Test Car DOTX 217 is prohibited on tracks that are adjacent to high level platforms, as indicated by an "X" below:

Line	Station	MP	Track Numbers				
			1	2	3	4	6
PW	Bowie State	119.4	...	...	X	...	...
	Baltimore Penn Station	95.7	...	...	...	...	X
	Wilmington	26.8	...	...	X	...	...
NYP	New Brunswick	31.4	X	...	...	...	...
	Edison	28.9	...	...	...	X	...
	Metro Park	23.2	X	...	...	...	...
	Rahway	19.5	...	...	...	X	...
	Newark	8.8	...	X	...	X	...
NHB	New London	122.9	X	...	...	...	...
	Providence	185.1	...	X	X	...	...

41-S16. AMTRAK EXPRESS MAIL CARS

Amtrak Express Mail Cars Nos. 70000-70049, 71000-71299, & 74001-74111 may operate at speeds not exceeding 90 MPH, subject to the following restrictions:

1. Must not be moved unless plug doors are properly closed and secured.
2. **PROHIBITED** at the following locations:
NYS, EC, NYT & NYP Lines: All tracks between Bergen & CP-216, including Penn Station and the Empire Connection.
Mid-Atlantic Div: (a) Trk 4 between N. Phila & Zoo.
(b) No. 4 River Line Duck Under at Zoo
(c) Through the New York-Pittsburgh Subway at Zoo.
(d) Through the 36th St. Tunnel at Zoo
(e) Baltimore Station Tracks 3, 4, 5, & 6.
(f) Washington Union Station Trks 12-14, & 17-20.
3. Must not exceed 50 MPH while operating on tracks next

41-S16. (Cont'd)

to high level station platforms at the locations indicated by an "X" in the table below:

Line	Station	MP	No. 1	No. 2	No. 3	No. 4
NHB	Ruggles St.	226.5	X	...	X	...
	Forest Hills	223.7	...	...	X	...
	Hyde Park	220.3	...	X	X	...
	Readville	219.2	...	X	X	...
	Route 128	217.3	X	X	...	...
	Canton Junction	213.9	X	X	...	...
	Mansfield	204.1	X	X	...	...
	Attleboro	196.9	...	...	X	X
	South Attleboro	191.9	X	X	...	...
	Old Saybrook	105.1	X	X	...	...
NYP	N. Phila	85.0	...	X	...	...
	Trenton	56.7	X	...	...	X
	Hamilton	53.0	X	...	...	X
	Princeton Jct	47.1	X	...	...	X
	New Brunswick	31.4	X	...	...	X
	Edison	28.9	X	...	...	X
	Metuchen	25.8	X	...	...	X
	Metro Park	23.2	X	...	...	X
	Rahway (MP 19.5) Tracks A, B & 4					
	Linden (MP 17.3) Tracks A & B					
	Elizabeth	14.1	X	...	...	X
	North Elizabeth	13.0	X	...	...	X
PW	Newark International Airport Station (MP 11.2) Tracks A, 1, 4 & 5					
	BWI	106.3	X	...	X	...
	Odenton	113.6	X	...	X	...
	Bowie State	119.4	X	...	X	...
	Seabrook	124.7	X	...	X	...
PH	New Carrollton	127.0	...	X	X	...
	Bryn Mawr	10.1	...	...	...	X
	Thorndale	35.3	X	...	...	...

CLOSE CLEARANCES**43-S1. CLOSE CLEARANCE SIGNS**

At locations where "Close Clearance Signs" are posted, train crew members and other employees are prohibited from riding on side of moving equipment. The absence of these signs does not relieve employees from being familiar with locations of close clearance where signs are not displayed.

HAZARDOUS MATERIAL**45-S1. CARS PLACARDED EXPLOSIVES**

Cars placarded Explosives must not be handled in trains hauling 50% or more of petroleum products in box or tank cars.

45-S2. HAZARDOUS MATERIALS REFERENCE

Employees involved in the transport of hazardous materials must refer to the current issue of the United States Hazardous Materials Instructions for Rail, HM-1 (Conrail, CSX, NS).

ELECTRICAL OPERATION

47-S1. ELECTRICAL OPERATION

All employees who work in Amtrak electrified territory must comply with the Electrical Operating Instructions (AMT-2), must maintain a copy of the AMT-2, and must have it with them while on duty.

47-S2. TRACKS EQUIPPED FOR AC ELECTRICAL OPERATION

Employees when qualifying on the physical characteristics of the railroad must familiarize themselves with the location of all electrified tracks.

All main tracks on the Northeast and Mid-Atlantic Divisions are equipped for AC electrical operation, **EXCEPT: Empire Connection**—Track 1 north of MP 1.1 and Track 2 north of MP 1; **New Haven-Boston**—Controlled Siding between Pine & Orchard; Trk No. 4 between Meadow & Triebel; Trk No. 3 between Brook & Saybrook, Trk No. 4 between Groton & Palmers Cove; Trk No. 4 between Davisville & Malcolm; Facing point crossover in Packard Int for eastward movements on No. 2 trk; Trk No. 3 between Packard & Atwells; Trk No. 4 between Hebronville & Holden; Trk No. 3 between Thatcher & Holden; Trk No. 3 between Transfer & Cove.

Other Equipped Tracks: Dorchester Branch, No. 1 Track and No. 2 Track and associated switches and crossovers from Tower 1 to and including the diamond at South Bay, are equipped for AC electrical operation. Middleboro Main Line Track No. 14 to and including Cabot is equipped for AC electrical operation. Various non-main tracks on the above divisions are also equipped for AC electrical operation.

All electrified tracks east of dead sections catenary poles 204H to 206H (NYS Line) are controlled by the Metro North Power Supervisor at Madison Avenue, New York.

All electrified tracks between dead sections catenary poles 204H to 206H (NYS Line) and MP 76 (NYP Line) are controlled by the Power Director at Penn Station, New York.

All electrified tracks between MP 76 and Zoo (NYP Line) and between Zoo and MP 21 (PH Line) are controlled by the Power Director at 30th Street, Philadelphia.

All electrified tracks between MP 21 and Harrisburg (Philadelphia to Harrisburg) are controlled by the Power Director at Harrisburg Station, Harrisburg.

All electrified tracks between Zoo and Washington Terminal are controlled by the Power Director at CETC, 30th Street Station, Philadelphia, PA.

All electrified tracks between New Haven & Boston are controlled by the Power Director at CETC, South Station, Boston, MA.

47-S3. PHASE BREAKS

Location	Tracks	Catenary Br or Signal Br	Distance of Break
NORTHEAST DIVISION			
NYP Line	2 & 3	W 3.44	200 feet East of & 200 feet West of Catenary Pole W 3.44
MID-ATLANTIC DIVISION			
PW Line: Perry	1 & 2 3 & 4	Cat. Br 58.68	200 feet Northward & Southward
PH Line	1 & 2	Cat. Br 33.78	360 feet Eastward
	3 & 4	Cat. Br 33.71	360 feet Westward

47-S4. POSITION LIGHT PHASE BREAK INDICATORS

In service on track	Governs track(s)	For direction	Location of Indicator	Distance from Phase Break
PW Line: Perry				
1	1	North & South	Northward trains:	1425 feet
2	2		Sig. Br. 590	1425 feet
3	3		Southward trains:	1425 feet
4	4		Coudon's Rd. OHB, MP 58.34	1425 feet
PH Line: Thorndale Substation				
1	1 & 2	East	Eastward trains:	1925 feet
3	3 & 4	East	Cat. Br. 34.15	1925 feet
1 *	1 & 2	West	Westward trains:	1900 feet
4	3 & 4	West	Cat. Br. 33.39	1900 feet
* Phase Break Indicator in service to the left of the track.				

47-S5. TRANSFER OF EMPLOYEES OR PASSENGERS BETWEEN EQUIPMENT ON ADJACENT TRACKS

Section 3.7 of AMT-2, Electrical Operating Instructions, is revised as follows:

3.702 Throttle power shall not be applied on either train until the transfer process is complete.

NOTE: Reference is made in Instruction 3.701 to “jumper cables” to be used when performing a train to train transfer. Instructions regarding the use of jumper cables (if they are available on your train) are contained in Chapter 1 of the “Service Standards for Train Service & On-Board Service Employees”, pages 1-54 to 1-56, in instruction (C)(4) titled “Passenger Transfer Between Two Trains With a Jumper Cable and Transfer Bridge”. *All High Speed Trainsets in revenue service have been outfitted with a transfer bridge and jumper cable. These items are stored in the cafe car cabinet across from the Railfone.*

47-S6. AMT-2 ELECTRICAL OPERATING INSTRUCTIONS: SECTION 2

The pages headings of AMT-2 Section 2, pages 2-1 through 2-26, referring to Section 3, are retitled “SECTION 2: GENERAL INSTRUCTIONS”. 2: GENERAL INSTRUCTIONS”.

47-S7. AMT-2 ELECTRICAL OPERATING INSTRUCTIONS: INSTRUCTION 2.401: PANTOGRAPHS

The following table replaces the second and third paragraphs of AMT-2: 2.401, page 2-12, in their entirety.

Table 2-2. Pantograph Which Must Be Up During Normal Operation of Electric Equipment:

Company	Equipment	Pantograph Up During Normal Operation	Notes
Amtrak	High Speed Trainsets	Lead Powercar: "F" Trail Powercar: "R"	1, 3
	HHP-8	Rear / Trailing	1
	AEM-7	Rear / Trailing	1
Amtrak, SEPTA, MARC	Push-Pull	Either	2
NJT	Push-Pull	Rear / Trailing	1, 2
Note 1: "Front" and "Rear" means the position of the pantograph on each locomotive, power car or MU car in relation to the direction of movement, not the equipment ends stenciled "F" or "R". Note 2: "Push-Pull" means a passenger train with a Multiple Unit (MU) or control car on either end. Note 3: Pantograph knuckles are to face forward on both power cars.			

47-S8. AMT-2 ELECTRICAL OPERATING INSTRUCTIONS: INSTRUCTION 3.506: ELECTRIC POWER RESTRICTIONS DUE TO POWER SHORTAGES

The first paragraph of AMT-2: 3.506, page 3-8, is revised as follows:

When one or more of our power suppliers advises us that they are unable to provide sufficient capacity for our electric service, the Dispatcher (or Operator when authorized by the Dispatcher) will verbally notify trains that Instruction 3.506 is in effect.

The table in AMT-2: 3.506, page 3-8 is revised as follows:

Equipment	Controller Position/Power Effort Must Not Exceed:	Notes
HST Power Cars	50,000 foot pounds	...
HHP-8 Engines	50,000 foot pounds	...
AEM-7 (AC) Engines	7,500 ft. lbs. per traction motor	...
AEM-7 (DC) Engines	1,500 amps	...
ALP-44 Engines	1,500 amps (or Notch 6)	...
ALP-46 Engines	1,500 amps (or Notch 6)	1
Control Cars operating with ALP 44/46 Engines	Notch 6	...
MU Cars	P-2 Position	...
Note 1: Total line amperage can be viewed on ITU Propulsion Screen.		

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72-S1. RADIO ALARM HOT BOX/Dragging Equipment Detectors

The following instructions will apply:

As a train approaches a detector, the detector will check its own integrity. If the detector fails the integrity test, it will transmit a message stating the location and track number of the detector, the ambient temperature and the words "Integrity Failure". If the dragger feature has malfunctioned, it will transmit the message "Stuck Dragger".

Immediately upon detection of the first defect, the system will transmit the milepost location, the track number and the message "Defect detected."

When this message is received, the train must be stopped when rear end is clear of the detector.

When entire train has passed the detector, a radio message will be transmitted stating the results of the inspection. After a one second delay, the message will be repeated.

If a defect is detected, the train must be stopped and inspected in accordance with the instructions received, and the Dispatcher notified.

Detector will identify suspected hot journals or dragging equipment by axle number counting from head end (including engines). If a defect is not found at the axle location specified, that entire car and the 2 cars immediately ahead and behind that car must be inspected. If the radio transmission reports 6 defects, which is the maximum number the detector can transmit, the entire train behind the 6th defect must be inspected.

If Radio Alarm Detector fails to transmit the results of the inspection, or if the detector transmits that it has had an integrity failure or a stuck dragger, the Dispatcher must be promptly notified.

The final transmission from the Radio Alarm Detector must be acknowledged. **Example:** "Amtrak No. 171 Eng 205 at Midway on No. 1 track, no defects, out."

All Radio Alarm Detectors will transmit on Road Radio channels as designated on Station pages.

72-S2. WHEEL INSPECTION

When a train has been stopped because of sticking brakes, sliding wheels, or actuation of hot wheel scanner an examination of the car wheels must be made. If wheel shows signs of being overheated, the air brakes of that car must be cut out. If any cracks are found in the wheel, car must be set out. Attention must be given to flat spots and be governed by Rule 71.

When a train has been stopped because of actuation of Hot Wheel Scanner and no defect is found on reported car, crew members must inspect the two cars ahead and the two cars behind the reported car for defects.

72-S3. HOT BOX DETECTORS AND RECORDERS

Hot Box Detectors and Recorders which measure and record the heat of passing journal boxes are in service at various locations.

At all installations, arrangements must be made to stop trains as soon as possible when the hot box detector so indicates by the recorder.

Train or engine crews, upon contacting Dispatcher or Operator, will be advised as to which side of car and which journal has the defective condition.

After the examination of a hot journal has been completed, the following information must be given to the Dispatcher:

1. Confirmation of the location of suspected car(s) in train.
2. The initial and number of car(s) and waybill information.
3. Condition of journal(s).
4. Location of hot journals to include the following:
 - Truck (lead or trailing)
 - Wheel (lead or trailing)
 - Side (north, east, south, west)
5. Type of bearing (friction or roller)
6. Type of packing if friction type bearing
7. Any other pertinent information.

If on observation no exception is taken to the reported defective car, crew members will be responsible for observing journal condition of the two cars ahead and two cars behind the reported car, opening journal box lids, if so equipped, for thorough observation.

Operator will advise train crew of the suspected car(s) counting from the head end.

72-S4. USE OF TEMPILSTIK

Conductors, Assistant Conductors and Engineers must obtain and carry with them while on duty a 200, 212 or 219 degree Tempilstik (Amtrak crews-212 or 219 degree Tempilstik).

72-S5. OVERHEATED BEARINGS-ENGINES

When engine develops an overheated axle bearing or motor axle suspension bearing enroute, engine will be isolated, if possible, or traction motor circuit cut out and operated with caution not exceeding a speed of 10 MPH to the next point where instructions can be received or where engine may be set off.

Any engine reported having an overheated axle bearing or motor suspension bearing or found overheated on inspection must not be dispatched.

72-S6. HOT BOX INDICATORS ALARMS AND HOT JOURNALS

On a car known to have a hot journal, the air brakes must be cut out and all air released from reservoirs as promptly as practicable.

Engines or cars equipped with smoke and/or odor hot box indicators will release a strong penetrating odor and/or a volume of dense white smoke when bearings become overheated. When either of these indications is observed, train must be stopped and a prompt report made to the Dispatcher.

The use of sand or dirt for extinguishing fires in journal boxes is prohibited. Water or snow should not be used for cooling hot journals except in an emergency and when used, journal should be cooled as slowly as conditions will permit.

When a journal equipped with a lubricating pad is found overheating enroute, train must be stopped and examination made. The lubricating pad must be adjusted or replaced with an oil saturated pad in good condition if this will overcome trouble. If cause of heating cannot be corrected in this manner or car cannot be moved to the next terminal through use of cooling compound, car should be set out.

Cooling compound shall be used for emergency treatment of overheated journals of cars enroute and should be used before journal becomes red.

Journals with broken brasses shall not be treated with cooling compound.

When applying cooling compound, it shall be placed along full length of rising side of journal, particular attention to be given to placing compound at back or inside end of journal. Cars having journals treated with cooling compound shall be tagged in a prominent place near journal, using prescribed form at time compound is applied.

When cars with hot journals are set out where inspectors do not take immediate charge, the crew must make a careful inspection of the underside of wooden flooring to determine that it has not been ignited by the blaze from the hot journal and must extinguish all fire before proceeding with the train and the journal should be left in such condition as to avoid damage to car by fire.

Conductor must make prompt report to Dispatcher of cars treated enroute or set out account overheated journal stating whether treated by cooling compound, by water or snow, also whether heating was detected by odor or smoke or hot box alarm.

72-S7. WAYSIDE HOT BOX DETECTORS – 2 CONSECUTIVE ACTUATIONS

NOTE: The procedures outlined in this instruction apply equally to cars *and engines*.

When the same car of a train actuates 2 consecutive wayside hot box detectors which require the train to be stopped and inspected, and no hot bearing or other defect which may have caused the hot box detectors to actuate (i.e., sticking brakes) is found on that car or the 2 cars ahead and behind it, the following actions must be taken:

1. The train must not exceed 30 MPH for the next 5 miles.
2. The train must be stopped at that point and all bearings of the car reported to have actuated the detector reexamined. The 2 cars ahead and behind the reported car need not be reexamined during the 5 mile inspection.
3. If no hot bearing is found during the 5 mile inspection:
 - a. The Dispatcher must be promptly notified.
 - b. The Train must not exceed 80 MPH, and
 - c. The car must be set out at the next major terminal: Washington, Philadelphia, Harrisburg, New York, New Haven, or Boston.

When a train actuates the last wayside hot box detector before a crew change location, the relieving crew must be advised of the car that actuated the detector so that they can follow the above procedure if the car actuates the next wayside hot box detector enroute.

Note: Refer to AMT-3, Air Brake and Train Handling Rules and Instructions, for instructions regarding On-board Hot Box Detectors.

72-S8. WHEEL IMPACT DETECTORS

The wheel impact detectors installed at the following locations measure the amount of vertical force produced by each wheel in thousand pound units called “KIPS”.

Line	MP	Location	Tracks
PW	75	Edgewood	2, 3
NYP	40.8	Midway	3, 4
NHB	171.8	Rocky Hollow	1, 2
NHB	201	Mansfield	1, 2

When a train produces a wheel impact detector reading of 140 KIPS or higher, the Consolidated National Operations Center (CNOC) will provide the applicable CETC dispatching office with the information necessary to identify and stop the affected train.

The Dispatcher must promptly notify the crew of the affected train of the wheel impact detector activation, and advise them to stop and inspect the suspected wheel(s) for flat spots or other visible defects. Suspected wheels must be identified by side of car, axle, and car count from the head end [or car number & wheel location, if car is equipped with an automatic equipment identification (AEI) data tag].

72-S8. (Cont'd)

Wheel inspection results must be promptly reported to the Dispatcher. If a defect is found, the Dispatcher will provide instructions regarding how the car or engine is to be handled, as received from CNOC (via Mechanical Dept.).

If no defects are found at the specified location, crew members will be responsible for inspecting the two cars ahead and two cars behind the suspected car. If again no defects are found, the Dispatcher may permit the train to proceed at Normal Speed to its destination.

72-S9. WAYSIDE HBD ACTUATION ON EQUIPMENT WITH OBHBD SYSTEM

Highspeed Trainsets, HHP-8 locomotives and Amfleet cars are equipped with an On-Board Hot Bearing Detection System (OBHBD). If a wayside Hot Box Detector actuation indicates a defect on more than two consecutive axles of this equipment, a crewmember must verify that the OBHBD is working on each car/locomotive indicated and determine whether any defects or system faults have been activated. If the inspection of the on-board system reveals no exception before the train has stopped, the Dispatcher must be notified and the train may continue at normal speed without additional inspection.

If the next wayside hot box detector indicates a defect on one of the same cars/locomotives indicated above, it will be considered the second consecutive actuation and the requirements of SI 72-S1, S3, S7, A3 and A4 will apply.

80-S1. MOVABLE POINT FROGS & SLIP SWITCHES

To enhance ride quality, many interlocking crossovers and turnouts are equipped with movable point frogs. Movable point frogs are power operated, and must be properly lined for straight and diverging movements. Trains required to operate at Restricted Speed within interlocking limits (e.g., Rule 241 or out-of-service track) must be prepared to stop short of an improperly lined movable point frog. On the following page, the photo in **Fig. A** shows a movable point frog that is properly lined for a straight movement on the track to the right. The photo in **Fig. B** shows a slip switch with a movable point frog that is properly lined for a straight movement on the track in the center. **Note:** Some slip switches do not have movable point frogs.

Listed below are interlockings where movable point frogs or slip switches (some incorporating movable point frogs), are installed. This list was current when this page was last revised. However, the list does not relieve employees from being prepared to stop within one half the range of vision short of a movable point frog or slip switch not properly lined at **any** interlocking, when movement at Restricted Speed is required.

(Continued on next page.)

80-S1. (Cont'd)

Movable Point Frogs:

Northeast Division - Pine, Orchard, Meadow, Triebel, Guilford, Brook, Saybrook, View, Crescent, High Street, Kingston, Davisville, Cranstons, Orms, Pawtucket, Lawn, Hebronville, Thatcher, Holden, Mansfield, Junction, Broad, Manor, "F", Bergen, Allied, Erie, Lack, Portal, Swift, Hudson, Hunter, Haynes, Lane, Union, Iselin, Menlo, County, Morris;

Mid Atlantic Division - Ruthby, Iron, Bacon, Prince, Grace, Bush, Gunpow, Grove, Bowie, Carroll, Shore, Holland, Conestoga, Cork, Lititz, Rheems, Roy.

Slip Switches:

Northeast Division - Tower 1; New York Terminal;

Mid Atlantic Division - Zoo, Penn Int, Washington Terminal.

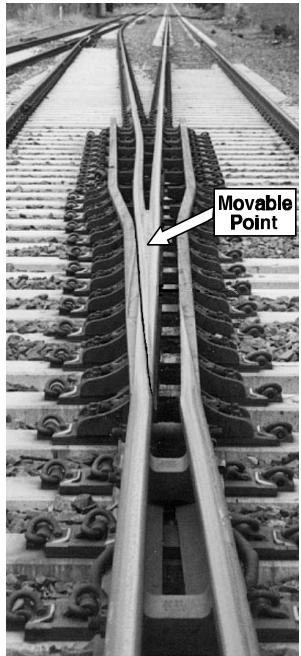


Fig. A

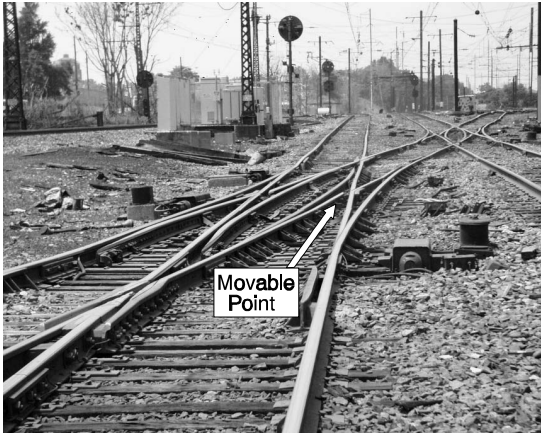


Fig. B

101-S1. SWITCHING BAGGAGE CARS

When switching baggage cars containing metal mail containers, Trainmen are prohibited from riding inside car while movement is being made. No baggage cars containing metal mail containers will be moved until all doors of car are closed. Mail Foreman on platform will ensure these doors are closed.

101-S2. FOULING POINTS

The following definitions have been added to the NORAC Operating Rules:

Fouling Point: The point on a track beyond which equipment will foul an adjacent track. Fouling points will not safely accommodate a person riding the side of a car.

Foul/Fouling a Track: Obstructing passing cars, locomotives or other on-track equipment, or in any case coming within 4 feet of the near running rail.

101-S3. HANDLING CARS, LOCOMOTIVES, AND OTHER ON-TRACK EQUIPMENT;FOULING POINTS

NORAC Rule 101 is replaced in it's entirety by the following:

A. Handling Equipment

When handling cars, locomotives, or other on-track equipment precaution must be taken to prevent damage or fouling other tracks. Employees must confirm that there is sufficient room in the track to hold such equipment.

Before coupling to any equipment standing on a grade or near the ends of tracks, buildings, derails or highway crossings at grade, sufficient hand brakes must be applied on standing equipment to prevent it from rolling.

B. Fouling Point of Track

The fouling point of a track is indicated by:

1. A yellow stripe painted on the inside and outside of head, web and base of both rails, or
2. A sign displaying the letters "FP", or
3. A fixed derail.

On tracks where the fouling point is not indicated or is not visible, the fouling point must be determined as follows:

1. Stand on the tie butt with your outside foot (the one that is closest to the adjacent track) at the edge of the tie, then extend your arm outward toward the adjacent track.
2. Move to a location where your extended arm is approximately 4 feet from the edge of the near running rail on the adjacent track.
3. From this location, identify a point one car length farther away from the point of convergence of these two tracks. This point can be considered "the fouling point" on that track, and cars must not be left beyond that point.

C. Leaving Equipment in the Clear

Cars, locomotives, and other on-track equipment must not be left where they will foul a connecting track, except when the equipment is:

1. Standing on main track fouling a siding track switch that is lined for the main track.
2. Standing on a siding fouling a main track switch that is lined for the siding.

101-S3. (Cont'd)

3. Standing on a yard switching lead track fouling a yard track switch that is lined for the yard switching lead track.
4. On an industry track beyond the fouling point of the switch leading to the industry.

104-S1. HAND-OPERATED SWITCHES, CROSSOVER SWITCHES, AND FIXED DERAILS

NORAC Rule 104 has been replaced in its entirety by the following:

A. Employee Responsibilities for Switches and Fixed Derails

Each employee who operates a hand-operated switch or fixed derail is responsible for its use, and must confirm switches and derails are in proper position before, during and after use.

When operating or verifying the position of a hand-operated switch or fixed derail, employees must:

1. Be qualified on the operating rules relating to switch and fixed derail operation;
2. Conduct a job briefing before work is begun, each time a work plan is changed, and at completion of the work;
3. Visually confirm that switches and fixed derails are properly lined for the intended route, and that no equipment is fouling the switches;
4. Visually determine that switch points fit properly and the target, if so equipped, corresponds with the switch's or fixed derail's position;
5. After operating a switch and before making movements in either direction over the switch, ensure that the switch is secured from unintentional movement of the switch points by use of a hook, lock or latch, if so equipped;
6. Ensure that a switch or fixed derail is not operated while rolling and on-track maintenance-of-way equipment is fouling, standing on or moving over the switch or fixed derail;
7. After operating a switch or fixed derail, ensure that, when not in use, each switch or derail is in the proper position, and is locked, hooked, or latched, if so equipped;
8. Promptly report any switch, derail or securement device that is found to be defective or missing.

When trains are approaching and passing, employees must keep away from main track switches. If safe to do so, they should stand on the side of the track opposite the switch lever.

B. Normal Position of Main Track Hand-operated Switches; Leaving Switches in Reverse Position

A main track hand-operated switch is in normal position when lined for the main track, unless otherwise specified. The switch must be lined and locked in normal position when not in use except when:

1. A crew member of another train is in charge of the switch,

104-S1 (Cont'd)

2. A switch tender is in charge of the switch,
3. A Roadway Worker is in charge of the switch,
4. The train crew is authorized by Form D line 13 to *"Leave the switch (or crossover switches) at (location) in reverse position"*.

Before issuing a Form D line 13 permitting a train crew to leave a switch in reverse position, the Dispatcher must:

1. Make a record of the switch left in reverse position. Where train sheets are used, this record must be made in red ink.
2. Where possible, apply blocking devices to interlocking or controlled point signals authorizing movement in the direction of the switch left in reverse position.

Open switches must be included in the Dispatcher's transfer record.

The Dispatcher must not permit a movement in the direction of a switch left reversed until it has been issued a Form D line 13 stating:

"Switch (or crossover switches) at (location) in reverse position",

or

"Switch (or crossover switches) at (location) in reverse position must be returned to normal position",

or

"Switch (or crossover switches) at (location) in reverse position may be left in reverse position".

If a switch that is left in reverse position is not protected by signal indication, Form D line 2 authority must end at or short of the switch left reversed.

When the switch is returned to normal position, the Dispatcher must be notified. The Dispatcher must make a record of the following information:

1. The number of the Form D which contained the instruction "Return to normal position."
2. The time the switch was returned to normal position.
3. The name of the employee who restored the switch to normal position.

Before a train or a train crew leaves the location where any hand-operated main track switch was operated, all crew members must verbally confirm the position of the switch.

C. Movements Over Hand-operated Switches

Equipment must not foul a track until all hand-operated switches and derails connected with the movement are properly lined. Where a designated employee is in charge of hand-operated switches, equipment must not foul such switches until receiving verbal permission or a hand signal to proceed. Where semi-automatic or spring switches are involved, such switches must not be fouled until the intended route is seen to be clear or the train has been granted movement authority.

Trains must not exceed 15 MPH when diverting through hand-operated switches, unless otherwise specified. When equipment has entered a track, the hand-operated switch to that track must not be operated until the equipment has passed the fouling point of the track.

104-S1. (Cont'd)

D. Clearing a Main Track at a Hand-operated Switch

When a train is required to report clear of a main track at a hand-operated switch:

1. A job briefing must be held between all crew members to confirm the position of the switch, and
2. The report must not be made until switches and derails have been secured in normal position.

In non-signaled DCS territory, before leaving a location where a hand-operated main track switch is used to clear the main track:

1. The employee releasing the track authority must advise the Dispatcher of the position of the switch, and the switch is locked;
2. The Dispatcher must repeat the reported switch position information;
3. The employee releasing the track authority must confirm to the Dispatcher that the information is correct.

A roadway worker who has been given permission to occupy out-of-service or working limits by a Roadway Worker in Charge must report to that employee the position of any hand-operated switches that were operated, prior to clearing the out-of-service or working limits.

E. Hand-operated Crossover Switches

Both switches of a hand-operated crossover must be properly lined before equipment begins a crossover movement, and the movement must be completed before either switch is restored to normal position.

Hand-operated crossover switches are in corresponding position when both switches are lined for movement over the crossover, or both switches are lined for movement on the straight track. The switches of a crossover must be in corresponding position before either crossover switch is used, except when one crew is using both tracks connected by the crossover. Crossover switches must be left in corresponding position after use, except when:

1. Used to provide blue signal protection; or
2. Used for inaccessible track protection for roadway workers; or
3. Maintenance, testing or inspection of crossover switches is being performed in automatic block system (ABS) territory; or
4. One crew is using both tracks connected by the crossover during continuous switching operations.

F. Hand-operated Derails

Employees must be familiar with the location of derails. Movements must not be made over a derail in the derailing position.

The normal position of fixed derails is in the derailing position, except:

1. Where specified by special instruction,

104-S1. (Cont'd)

2. Where fixed derails are used for blue signal protection, occupied camp car protection, or Roadway Worker protection, they must be applied in the derailing position only when their use is required.

Employees operating or verifying the position of a fixed derail must:

1. Determine that the target, if equipped, corresponds with the derail's position.
2. Determine that the derail is secured by:
 - (i) Placing the throw lever in the latch stand, if so equipped;
 - (ii) Placing the lock or hook in the hasp, if so equipped; and
 - (iii) Testing such latches, locks or hooks; and
3. Ensure that when not in use, derails are locked, hooked, or latched in the normal position, if so equipped.

G. Dual Control Switches

Dual control switches must not be hand-operated until permission is obtained from the Dispatcher or Operator.

Dual control switches must be operated as follows:

1. Remove switch lock from both the "Selector" and "Hand Throw" levers.
2. Throw "Selector" lever to hand-operation position.
3. Operate "Hand Throw" lever until mechanism engages and switch points move with the lever, then operate switch to desired position. This procedure must be followed, even if switch was originally in desired position.
4. Do not move "Selector" lever from hand-operation position until entire movement has passed over switch.
5. Place "Hand Throw" and "Selector" levers in positions designated by the Dispatcher or Operator and secure with switch locks.

H. Switch Targets: Banner Indications

Where switch targets are used, a green or white banner indicates normal position of the switch, and a red or yellow banner indicates reverse position.

109-S1. NJT COMET EQUIPMENT: CUTTING OUT CONTROL STAND & SECURING TRAIN

This instruction applies to Amtrak employees handling trains with NJT Comet cars in consist. Before cutting out the operating control stand, the Engineer must ensure that a minimum of two hand brakes are applied to secure the train. The Conductor must promptly notify the Engineer when the hand brakes have been applied.

116-S1. SHOVING OR BACKING MOVEMENTS

A. Location Of Engineer: The Engineer must operate from the leading end of the movement when equipped with an operating compartment, cab car or properly pointed locomotive.

Exceptions: Engineers may operate from other than the leading end of the movement:

1. As listed in Line Special Instructions.
2. When authorized by the Train Dispatcher.
3. When changing ends would occur in a tunnel.
4. When the movement does not exceed one train length on a main track, or one train length beyond an opposing interlocking signal.

B. Engineer Operating From Other Than the Leading End of Movement: When an Engineer operates a train from other than the leading end of the movement, crew members must take proper action to control the movement (see SI 37-S4, pg 290). The crew member directing the movement must be qualified on the physical characteristics of the territory.

The crew member directing the movement and the Engineer must work together to comply with the requirements of Restricted Speed, or movement on other than main track, when applicable.

C. Location of Crew Member Directing Movement: When cars or engines are being shoved, a crew member must be on the leading end of the movement at all times when the leading car or engine is equipped with an operator's compartment, vestibule, doorway, platform or a side ladder.

If not equipped, or when close clearances do not permit riding the side ladder, the crew member directing the move must precede the move and ensure that switches and derails between the movement and his/her location can be plainly seen and known to be in proper position.

When a crew member is specifically required by an operating rule to precede a reverse movement, a crew member must also be stationed on the leading end of the movement, when the leading car or engine is equipped with an operator's compartment, vestibule, doorway, platform or a side ladder.

Exception: When a model P32AC-DM locomotive (Series 700-717) is operated lite from other than the leading end, a crew member will not be required to be positioned on the leading end of the movement. A crew member must precede the movement.

D. Crew Member Required Communications: When the crew member on the leading end of the movement is directing the movement by radio, he/she must inform the engineer of the position of switches (unless governed by signal indication) and derails, signal indications, and other conditions that may affect the movement prior to the start of the shoving or backup movement. This information must be included, when applicable, in subsequent instructions during the movement.

116-S1. (Cont'd)

The crew member directing a shoving or backing movement by radio must include, in addition to the above, his or her title and whether they are on the point or preceding the move (due to close clearance, or when the leading car or engine is not equipped with an operator's compartment, vestibule, doorway, platform or side ladder). *The engineer must not start movement until this information is received.*

If hand signals are being used instead of radio, Engineer must not start movement if employee directing a shoving or backing movement is not on the point of movement, unless advised verbally by employee that movement will be preceded and the reason for doing so. This verbal communication can be either face-to-face or over the radio.

116-S2. OPERATING FROM OTHER THAN THE LEADING END WITH OCCUPIED PASSENGER EQUIPMENT

When operating from other than the leading end with occupied passenger equipment, a back-up hose or the emergency brake valve must be used by the crew on the leading end of the move. At test of these devices must be made in accordance with AMT-3 Instructions 5.4.2 and/or 5.4.3.

Exception: Movement may be made without a back-up hose or crew member in position to operate the emergency brake valve when a full baggage car is on the leading end of the movement and/or conditions make it unsafe for the crew member to ride on the side of the leading car. In such a case, the crew member must walk ahead of the train to direct movement.

For the purpose of this instruction the following constitute occupied passenger equipment:

- Occupied passenger cars in revenue service, including private cars.
- Occupied in-service business cars, inspection cars, and Department of Transportation (DOT) cars.

116-S3. OPERATING TRAIN FROM OTHER THAN LEADING END

NORAC Rule 116 has been replaced in it's entirety by the following:

When the Engineer operates a train from other than the leading end of the movement, a crew member or other qualified employee must provide point protection to ensure the movement is made safely. The person providing point protection must:

1. Be qualified on the physical characteristics of the territory involved.
2. Be positioned on the leading end (point) of the movement, or in advance of the leading end of the movement.
3. Observe conditions ahead and take prompt action to properly control the movement.

116-S3. (Cont'd)

In lieu of being positioned as specified in item 2 above, the person providing point protection may determine the track is clear with the aid of monitored cameras or other technological means, provided those procedures ensure an equivalent level of protection to that of direct visual observation and the person has been trained on the use of such devices.

Except during the performance of roadway maintenance activity being performed in accordance with the operating rules specific to roadway workers, the following requirements apply to all movements that are controlled from other than the leading end:

1. All employees participating in the movement must be briefed before the movement commences by the employee who will direct the movement. The job briefing must include the distance to be traveled, the means of communication to be used to direct the movement, each individual's responsibilities during the movement, and how point protection will be provided.
2. The employee directing the movement must promptly communicate signals and instructions necessary to safely control the movement. Hand signal, communicating signal or radio communication must be maintained with the Engineer. If signals from the crew member cannot be received by the Engineer, the movement must be stopped immediately.
3. The crew member stationed on the leading end must be prepared to operate the engine whistle or horn, if available, as well as the emergency brake valve, should conditions require. The train must not exceed 30 MPH.
4. The employee directing the movement must not engage in any task unrelated to the oversight of the movement.
5. Point protection shall be provided by a crew member or other qualified employee by visually determining that:
 - (a) The portion of the track to be used is clear of obstructions and is unoccupied by rolling equipment, on-track maintenance-of-way equipment, and conflicting on-track movements;
 - (b) Switches and fixed derails are properly lined for the movement;
 - (c) The portion of the track to be used for the movement has sufficient room to contain the equipment;
 - (d) Public highway-rail grade crossings, private highway-rail grade crossings outside a yard, and yard access crossings are protected as follows:
 - (i) Crossing gates are in the fully lowered position, and are not known to be malfunctioning; or
 - (ii) A designated and qualified employee is stationed at the crossing and has the ability to communicate with trains; or

116-S3. (Cont'd)

- (iii) At highway and private crossings equipped only with flashing lights or X-bucks, when it is clearly seen that no traffic is approaching or stopped at the crossing and the leading end of the movement over the crossing does not exceed 15 miles per hour.
- 6. Movements approaching pedestrian crossings within passenger stations and others outside a yard must be prepared to stop and not pass over the pedestrian crossing until it is determined the crossing is clear of pedestrian traffic. Movement shall not exceed 15 MPH until the entire pedestrian crossing is occupied.

119-S1. HANDLING OF HAZMAT, EXCESSIVE WEIGHT, OR EXCESSIVE DIMENSION CARS

Trains containing hazardous material, excessive weight or excessive dimension cars must not occupy an Amtrak main track or running track until the Conductor or Engineer has communicated with the Dispatcher, and ensured that the Dispatcher has received the required restricted car information.

131-S1. PROTECTING WORK LOCATIONS: CONDUCTOR/FLAGMEN RESPONSIBILITY

- 1. Any employee that accepts an assignment as a Conductor/Flag must have a valid Roadway Worker Protection card in their possession.
- 2. Conductor/Flags are required to hold a job briefing (On Track Safety) with all railroad and private contractor employees working at the specific job site that the Conductor/Flag is assigned to protect. Conductor/Flags must document every briefing with employees and contractors on NRPC Form 3044-C (08/08). After completion, this form must be retained for ten (10) days.
- 3. Conductor/Flags will be responsible for determining whether line of sight or fouling protection is needed for a work area. If mechanized equipment is involved, then fouling protection will be the only acceptable means of protection. The Conductor/Flag will be responsible for securing authority for contractor employees to obstruct the tracks of the railroad. The contractors will not be allowed to obstruct any track/catenary structure under foul time until a member of the contractor's group has signed off on the Authority to Foul Tracks Record form NRPC 3045 (09/04). The Conductor/Flag must not release foul time until the same member of the contractor's group has signed off in the release portion of this same form.

131-S1. (Cont'd)

4. When a Conductor/Flag is assigned as the employee in charge of protection for employees and/or contractors, and the Conductor/Flag requires foul time, the Conductor/Flag must:

- A. Discuss the form of protection during the job briefing with all employees and contractors involved;
- B. Determine who possesses the formal authority of protection for the section of track in question;
- C. If anyone other than the Train Dispatcher or an NHB, DB or MRS Line "Point Conductor" (RWP employee in charge) is in charge of the track, the Conductor/Flag must read or obtain a copy of the Form D or Foul time authority [NRPC 3045 (09/04)] from the person in charge of the track.
- D. When a "Point Conductor" receives or releases foul time directly with the Train Dispatcher, paragraph C above applies to the Conductor/Flagmen under the jurisdiction of the "Point Conductor", and such Conductor/Flagmen must receive and record foul time authority from the "Point Conductor" using NRPC Form 3045 (09/04).

5. Conductor/Flags must ensure that a brake application has been made and where possible, have visual confirmation that the brakes have applied and released on each piece of equipment in the work unit. The Conductor/Flag must then have the operator perform a "rolling stop" to ensure proper brake operation on units where it is not possible to visually observe the application and release of the brakes.

6. Flagging assignments, although not considered covered service under the Federal Hours of Service law, will be governed as follows:

- A. Conductor/Flags must not perform service in excess of twelve (12) hours on the job site unless authorized by a Trainmaster.
- B. Conductor/Flags who work a flagging assignment in excess of four (4) hours on the job site, must have at least eight (8) hours rest before accepting another flagging assignment.

OUT-OF-SERVICE TRACKS

132-S1.MAINTENANCE WORK WITHOUT FORM D

Work or wire trains, single unit rail grinding track cars, the MPMV, and the MTW-100 catenary inspection car, may perform work without Form D Line 4, but only under the conditions listed below:

1. Permission is obtained from the Dispatcher,
AND

2. The work is confined to interlocking limits,
AND

3. No other MW equipment is involved,
AND

4. The track or catenary structure is not disturbed to the extent that a restriction on movements would be required if it were necessary to clear the equipment performing the work.

Movements will be governed by Interlocking Rules. If necessary to make shifting movements outside of interlocking, the applicable rules will apply.

132-S2. BRIDGE STRIKES

Unless otherwise instructed, trains notified that this Special Instruction is in effect must operate at ***Restricted Speed*** over the bridge specified, or between the locations named.

As used in this Special Instruction, a “bridge strike” is defined as **any** physical contact between a vessel or vehicle and the track supporting portions of an undergrade bridge, excluding contact with the fender system of a bridge over a waterway or the abutment or wing-wall of a bridge over a highway.

Train Dispatchers who are advised of an alleged bridge strike must immediately take the following actions:

1. If the bridge is on the division’s Critical Bridge List (see list below), hold all trains clear of the bridge.
2. If the bridge is **not** on the division’s Critical Bridge list:
 - a. Instruct the crews of affected trains to add the location of the restriction on the pre-printed “Bridge Strike” line at the bottom of their TSRB, in accordance with TSRB addition procedures outlined in SI 1-S4, page 269.

or

- b. Issue a Form D (line 13) to crews of the affected trains, in the following format: ***Bridge strike SI 132-S2 in effect at/between [location(s)].***

132-S2. (Cont'd)

3. Continue to provide the protection described in item 1 or 2 above until the bridge has been released by the Division Engineer, or his duly appointed representative.

NOTE: A bridge number can be used to designate the location of the restriction only when the number is clearly stenciled on the bridge, and the number conforms to the bridge's approximate mile post location. Otherwise, the restriction must extend between the first readily identifiable physical characteristic locations on each side of the bridge. As an alternative to the bridge number, the street name used in conjunction with the mile post can be used to designate the location of the restriction so long as the street name and mile post is marked on or at the bridge.

On the Mid-Atlantic Division, **bridge markers** have been placed between all tracks Phil–Ragan and Overbrook–Paoli, and adjacent to 2 & 3 tracks Zoo–Holmes, to aid in bridge identification. Employees must use care when walking on the right of way at these locations.

On the NYP Line, signs with bridge numbers conforming to MP location and/or street names are located on catenary poles at:

Street Name	City	Location
Edison Place	Newark, NJ	MP 8.77
Chestnut St.	Newark, NJ	MP 9.39
South St.	Newark, NJ	MP 9.64
Murray St.	Newark, NJ	MP 9.84
McClellan St.	Newark, NJ	MP 12.37
North Ave	North Elizabeth, NJ	MP 12.98
Fairmont Ave	Elizabeth, NJ	MP 13.36
Wood Ave	Linden, NJ	MP 17.26
Stiles St.	Linden, NJ	MP 17.65
Evergreen Road	Edison, NJ	MP 24.08
Parsonage Road	Menlo Park, NJ	MP 24.38
Port Reading RR	Metuchen, NJ	MP 24.56
Grove Ave	Metuchen, NJ	MP 25.32
Main St.	Metuchen, NJ	MP 25.84
Lake St.	Metuchen, NJ	MP 26.05
Suydam St	New Brunswick, NJ	MP 31.80
Deans Lane	South Brunswick, NJ	MP 38.60

CRITICAL BRIDGE LIST

(All listed bridges are movable except Gunpowder River)

NHB Line: Conn, Nan, Shaws Cove, Groton (Thames), and Mystic River.

NYS Line: Pelham Bay;

EC Line: Inwood (Spuyten Duyvil);

NYP Line: Portal and Dock.

PW Line: Susquehanna River, Bush River, Gunpowder River (Gunpow).

133-S1. PROTECTION OF OUT-OF-SERVICE TRACKS

When a track governed by block system or interlocking rules is removed from service by Form D Line 4, the **Foreman issued the Form D must ensure** that each of the following safeguards are taken **prior to beginning work**. When C&S assistance will be required as prescribed below, the Foreman must request this assistance **prior** to obtaining the Line 4.

Exception: When work is performed exclusively with the following equipment, the safeguards prescribed below are not required: Work Trains, MDZ (coupled or separate), TLM, 08-Unimat Switch Tampers, 09-4S Combo Tampers, BMS, Plasser Undercutters, Sperry Cars, Catenary Maintenance Car (MTW-100), Switch Exchange System (SES), Rail Grinding Trains, MPMV (coupled or separate), Brandt Truck (with or without cars), TSAV, ATIV and NJT-TGIV.

1. A shunting barricade must be erected at each end of the work area within the Line 4 limits and locked into position with a private lock. A non-shunting barricade consisting of two crossed ties or a "Non-Shunting Barricade" sign may be substituted for a shunting barricade when only a portion of a track within interlocking limits is removed from service.

When only a portion of a track within interlocking limits is removed from service, a C&S employee must approve the location of the barricades and must remain available to establish desired routes, if necessary.

2. It must be determined that the track at each end of the work area is shunted. In ABS territory, this may be determined by visual observation of the last automatic block signal leading to the work area in both directions. (In Rule 251 territory, no confirmation of shunt is required for movements against the current of traffic.)

If the work area is in or near interlocking limits, shunt may be verified by confirming with the Operator or Dispatcher that a track occupancy light is displayed on his interlocking machine in the appropriate location(s).

3. If the work area cannot be protected by Panel Blocking Devices, a C&S employee must de-energize the track circuits for the work area. This requirement is in addition to the above barricade requirement. Work in the following areas **cannot** be protected by Panel Blocking Devices, and therefore requires C&S employee assistance:

a) Work within the following interlocking limits:

NHB Line—Read, Forest, Plains; **NYS Line**—Pelham Bay; **NYT Line**—"Q"; **NYP Line**—Dock, Union, Iselin, Menlo, Ham, Fair, Morris, Croy, Zoo; **PW Line**—Zoo, Penn (Except: 1 & 4 trks 36th St. Connection; N5 & N3 routes, 1 & 4 River Line trks between MP 1 & Spring Garden St; 10 trk pocket; 7 lead; 1 & 4 River Line trks between Walnut & South Sts), Phil, Bell-Ragan inclusive, Ruthby (except trk 1), Davis-Perry inclusive, Oak-Bridge inclusive, Winans (except trk 1), Grove, Bowie, Landover; **PH Line**—Zoo, Valley, Overbrook, Paoli, Glen, Downs, Thorn, Caln, Park, Cork, State (*except* trks between int signals west of Harrisburg station have panel blocking).

133-S1. (Cont'd)

b) Work in the **ABS** territory adjacent to any of the following interlockings:

Mid-Atlantic Division: Caln, Downs, Glen, Overbrook (no panel blocking eastward on Tracks 1, 2 and 4, nor westward on Track 3), Paoli (no panel blocking eastward on Track 3), State, Thorn, Valley, and Zoo.

Exception: In Washington Terminal, de-energizing of track circuits is not required. When only a portion of an interlocking or Station Track in Washington Terminal is out of service by Form D Line 4 or Bulletin Order, a C&S employee must ensure the signal leading to the out-of-service portion will not display an aspect more favorable than Restricting.

Prior to cancellation of Form D, the Foreman must ensure that barricades are removed and track circuits restored to normal.

133-S2. ADMITTING ADDITIONAL EQUIPMENT

The Dispatcher or Operator may admit additional track cars or trains to the out-of-service limits after obtaining permission of the employee named in the Form D Line 4.

When authorizing additional equipment to enter an out of service track, the Foreman named on Form D Line 4 must advise the employee in charge of the additional equipment of all conditions affecting movement on the out-of-service track, including the location of barricades, *Roadway Workers*, equipment, and the condition of the track structure.

The Foreman must ensure that any barricades removed to admit the additional equipment are reapplied, and their shunt verified, as soon as the equipment enters the work area.

Track cars and trains that clear an out-of-service track must obtain permission from the Foreman before re-entering the out-of-service track.

133-S3. FOREMAN GOING OFF DUTY

When a track is out of service by Form D Line 4, and the Foreman in charge is to go off duty, Form D Line 4, must be issued to another qualified Foreman if work is to continue.

If work is to be suspended, but track must remain out of service to protect equipment or track conditions:

1. The Dispatcher must ensure that Blocking Device protection remains applied. Operators involved must be issued Form D, Line 13, instructing them to hold all trains clear of the affected track.
2. The Foreman addressed must ensure that barricades erected to protect non-shunting equipment or track conditions are repositioned adjacent to non-shunting equipment and/or track requiring protection, and must verify that repositioned barricades shunt properly as per SI 133-S1.
3. The Foreman must then contact the Dispatcher and Track Supervisor in charge of the territory involved to advise them of all conditions affecting the out of service track area, to include the locations of barricades, equipment, and condition of track structure. This information must be recorded by the Dispatcher, and repeated back to the Foreman.

133-S3. (Cont'd)

4. After steps 1, 2, and 3 are completed, the Form D, Line 4 must be canceled.

No further movements shall be permitted or maintenance performed on affected track until Form D, Line 4 is issued to a qualified Foreman, or Conductor as specified in S.I. 133-S4. Before requesting Form D, Line 4, Foreman must communicate with the Dispatcher and Track Supervisor in charge of the territory involved to ascertain all conditions affecting the out of service track area.

Upon completion of work, the provisions of steps 1 through 4 above will apply, if track must again remain out of service to protect equipment or track conditions.

EXCEPTION: Conductors need only comply with the procedures contained in step 3 above, and need only contact the Dispatcher.

The Dispatcher must provide information regarding all conditions affecting the out of service track area, to include the location of barricades, equipment, and condition of track structure, to the next Foreman or Conductor who obtains Form D, Line 4 to perform maintenance in the affected track area.

133-S4. WORK, WRECK OR WIRE TRAINS

The Train Dispatcher may issue a Form D to the Conductor of a Work, Wreck, or Wire Train when both of the following conditions have been met:

- There is no qualified Foreman on the train,

AND

- No track cars will occupy the out-of-service limits, except as provided for in NEC Special Instruction 133-S3, which allows **unattended** track cars to be stored on a track when the Foreman responsible for their operation goes off duty.

Once the Conductor receives the Form D Line 4, he or she may authorize other trains (but not track cars) into the out-of-service limits in accordance with Rule 133. Work that will disturb the track or catenary structure so that it would be unsafe for Normal Speed must not be performed unless the track is removed from service in the name of a qualified employee.

133-S5. HIGHWAY CROSSINGS ON OUT-OF-SERVICE TRACKS

In the application of Rule 138(g), trains operating on an out-of-service track must not foul a highway crossing equipped with automatic warning devices until it is ascertained that the warning devices have been operating at least 20 seconds, or the gates (if equipped) are in the horizontal position. If the automatic highway crossing warning devices are not operating, the movement must not be made until protection is provided by on-ground personnel.

133-S6. REMOVING A TRACK FROM SERVICE: FORM D ADDRESS

When an Engineering Department employee requests use of the track, he or she will be identified in the address of the Form D removing the track from service as a "Foreman," plus his or her last name.

136-S1. FREIGHT TRAINS OPERATING WITHOUT A CABOOSE

Freight trains operating without a caboose that experience a radio failure enroute must reduce speed to 30 MPH and stop at first point of communication to contact the Dispatcher for instructions.

The Dispatcher must not allow the train to proceed until absolute block protection is established for trains moving in the same direction on adjacent tracks.

Once absolute block protection is established, the train may be instructed to proceed at normal speed governed by signal indications. If thereafter an emergency application of the brakes occurs, crew members are relieved from providing flag protection against following movements on adjacent tracks.

136-S2. LIGHT ENGINE MOVEMENT

Should the locomotive radio become inoperative enroute on a light engine movement operated solely by an Engineer (no other crew members on train), the speed of the movement must be reduced to 30 MPH. Dispatcher must be notified at first point of communication, and Engineer will be governed by his instructions.

HIGHWAY CROSSINGS AT GRADE

138-S1. STATE OF CONNECTICUT

Where there are public crossings involved, the following rule must be complied within the State of Connecticut.

1. Where adequate run around facilities are available at the point where reverse movement is to be made, and use of such facilities is practicable, train backing movements are prohibited.

2. When train backing movements are necessary due to lack of adequate run around facilities at the point from which backing movements are to be made, such backing movements must stop before entering all public crossings that are protected by signs only and a member of the crew shall flag the train over the crossing.

If adequate run around facilities are available for use at any point during train backing movements, and use of such facilities is practicable, such run around facilities must be used to eliminate the need for further backing movements.

These provisions will not apply to switching backing movements except that such backing movements over public crossings that are protected by signs only must be protected by a crew member.

138-S2. MASSACHUSETTS

In the State of Massachusetts, where gates are provided trainmen, track car driver or employee in charge of other rail movements must operate the gates of unattended grade crossings. At highway grade crossings protected by automatic gates, all rail movements not equipped to operate automatic gates must not pass over such crossing until gates have been operated.

138-S3. BLOCKING PRIVATE CROSSINGS

Trains on sidings blocking private crossings must be patrolled by trainmen and train cut if anyone desires to use private crossing. This does not relieve trainmen of cutting train for public road crossings immediately.

138-S4. HIGHWAY CROSSING WARNING DEVICE MALFUNCTIONS

The first five paragraphs of Rule 138, part "c" (entire portion above table), are revised as follows:

Notify the Dispatcher immediately if you discover automatic highway crossing warning devices that are not functioning properly.

Once notified of malfunctioning automatic highway crossing warning devices, the Dispatcher must:

1. Issue Form D Line 12 to all trains that will operate over the affected crossing, indicating the name and milepost of the crossing as identified in the applicable special instruction.

AND

2. Ensure that notification is provided to the local law enforcement agency or railroad police.

Unless otherwise instructed on Form D Line 13, crews must comply with the "Requirements" listed in Item 1 of Rule 138 part "c": Stop, make certain that a crew member provides on-ground warning at the crossing, then proceed not exceeding 15 MPH until the leading end operates through the crossing.

When the Dispatcher is notified that rust or other foreign matter may prevent effective shunting, trains must be instructed to comply with the "Requirements" listed in Item 1 of Rule 138 part "c", unless flagger or a railroad police officer is providing warning at the crossing.

The appropriate engine whistle or horn signal must be sounded at locations where automatic highway crossing warning devices are not functioning properly, including crossings where a whistle sign indicating "W/R" is displayed, and in areas otherwise designated as Quiet Zones.

138-S5. TRAINS OPERATED FROM OTHER THAN THE LEADING END AT A HIGHWAY CROSSING

NORAC rule 138 part "E" is revised in it's entirety as follows:

Trains being operated from other than the leading end must not enter a highway crossing at grade until on-ground warning is provide by a crew member or other qualified employee, except when it is visually determined that:

1. Crossing gates are in the fully lowered position, and are not known to be malfunctioning,
or
2. A designated and qualified employee is stationed at the crossing and has the ability to communicate with trains,
or
3. At highway and private crossings equipped only with flashing lights or X-bucks, it is clearly seen that no traffic is approaching or stopped at the crossing, and the leading end of the movement over the crossing does not exceed 15 miles per hour.

140-S1. FOUL TIME

In the application of Rule 140, Foul Time information must be recorded by the Dispatcher or Operator issuing the foul time, and recorded by the employee requesting the foul time on form NRPC 3045 "Authority to Foul Tracks Record".

Before allowing additional employees to join the work being performed under Foul Time permission, the employee who was granted Foul Time by the Dispatcher must conduct a job briefing with the additional employees, and must review the track(s) being protected, the Foul Time track and time limits, and all other factors affecting the work. The additional employees must not be permitted to foul the track(s) involved until they have verified their full understanding of all topics discussed during the job briefing.

The employee who was granted Foul Time by the Dispatcher or Operator must not release the Foul Time until they have ensured that all fouling activity under their authority has been cleared.

The Authority to Foul Tracks Record must be retained and held available for inspection for a period of 7 days.

140-S2. USE OF SUPPLEMENTAL SHUNTING DEVICE

This instruction requires the employee in charge of "covered fouling activities" to apply an approved Supplemental Shunting Device (SSD) to the track(s) to be fouled, after receiving foul time from the Dispatcher or Operator. The purpose of the SSD is to **supplement, not replace**, blocking device protection provided by the Dispatcher or Operator.

A. Covered Fouling Activities: Except as noted below, this instruction applies when equipment will be used to foul a track in signaled territory or within interlocking limits for more than 5 minutes.

This instruction does **not** apply when the fouling activity:

1. Requires Form D line 4 or line 5 authority,
- or
2. Is within the approach circuit to a highway crossing that is not equipped with a device that will automatically interrupt the operation of the crossing's warning devices (i.e., any crossing listed in Special Instruction 138 that does **not** have an "X" in Column 1 of that instruction),

or

3. Is within 200 feet of any highway crossing that is equipped with automatic warning devices.

Note: Roadway Workers performing service without equipment may elect to use an SSD. Roadway Workers electing to use an SSD must do so in accordance with sections "B" and "C" of this instruction.

B. Actions to Be Taken Before Performing Covered Fouling Activities: The following requirements apply to **each track** to be fouled. The person in charge of the work must take the following actions **before** permitting the fouling activity to begin.

1. **Obtain verbal permission to foul the track from the Dispatcher or Operator.**

140-S2. (Cont'd)

2. Fouling Within Interlocking Limits: For the purpose of this instruction, a “signal pocket” is defined as a section of track located between two interlocking signals that govern movement out of the pocket, with no switches between the two signals. Signal pockets are usually found where a passenger station exists within interlocking limits. Signal pockets are designed to allow the Dispatcher to route other trains around a train that is making a station stop or standing in the pocket.

a. Fouling Within Signal Pocket – When track is to be fouled within a “signal pocket”, SSD will be applied within that interlocking signal pocket.

b. Fouling Outside of Signal Pocket – When necessary to foul an interlocking track that is not located within an interlocking “signal pocket”, **prior to beginning work**, the employee in charge of the fouling activity must contact the Division Engineer or his designated C&S Department representative to determine the location(s) at which SSD device(s) must be applied within interlocking limits. SSD device(s) must then be applied within interlocking limits at the previously approved location(s).

c. Verify that the track is shunted by asking the Dispatcher or Operator if there is a track occupancy light (TOL) on the model board in the appropriate location.

3. Fouling Outside Interlocking Limits: For the purpose of this instruction, a “block” is defined as a length of track between fixed signals.

a. If only **one block** will be fouled, apply a SSD to the track in the block to be fouled.

b. If **more than one** block will be fouled, be governed as follows:

- On a Rule 251 Track, apply a SSD in the first block to be fouled (or in the block prior to that block), as determined by a train operating with the current of traffic.

- On a Rule 261 Track, apply a separate SSD in each block to be fouled.

c. Verify that the track is shunted by observing that the signal governing entrance to the block is displaying Stop Signal, Stop and Proceed, or Restricting, or asking the Dispatcher or Operator if there is a track occupancy light (TOL) on the model board in the appropriate location.

C. Actions to Be Taken Before Reporting Clear: Before reporting clear of the track to the Dispatcher or Operator, the employee in charge of the work must remove the shunt(s) by either:

1. Disconnecting the coupler in the middle of the SSD
or

2. Removing the SSD from the track.

The SSD must be removed from the track when reporting clear for last time.

FORM D RULES

161-S1. APPROVED ABBREVIATIONS

The following abbreviations are approved for use in movement Permit Form D:

DB	Dorchester Branch
EC	Empire Connection
LLC	Lehigh Line Connection
MRS	Main Line—Mill River to Springfield
MM	Middleboro Main Line
MV	New Jersey Transit Morrisville Line
NHB	Main Line—New Haven to Boston
N Phila	North Philadelphia
NYP	Main Line—New York to Philadelphia
NYS	Main Line—Harold to CP 216
NYT	New York Terminal District
PH	Main Line—Philadelphia to Harrisburg
PSCC	Penn Station Central Control
PW	Main Line—Philadelphia to Washington
TSRB	Temporary Speed Restriction Bulletin
WT	Washington Terminal
36SC	36th St Connection

165-S1. FORM D INQUIRY AND DELIVERY PROCEDURES

At the following locations, Conductors/Engineers of trains indicated must contact the Dispatcher or Operator to inquire about Form D's, TSRB changes, Supplemental Bulletin Orders, and other new instructions. Inquiry must be made sufficiently in advance to avoid delay to train, ***but must not be made prior to scheduled sign-up time.*** Conductor/Engineer must either deliver Form D's and/or other new instructions to the Conductor/Engineer, or notify Conductor/Engineer that no Form D's and/or new instructions are in effect. Engineers must not depart until Form D and new instruction status has been verified with Conductor. Conductors and Engineers must discuss Form D content before departing. Telephone numbers for Amtrak offices are listed in S.I. 714-S1 (see page 362).

Location	Trains	Dspr or Opr to contact	Notes
NORTHEAST DIVISION			
Boston	All Trains	Chief Dispatcher	2, 7
	Regional & Acela Express	Metro-North & Amtrak New York Chief Dispatchers	14
	Trains destined New Haven	Metro-North Chief Dispatcher	12
	Trains destined Springfield	CSX Boston Dspr- Selkirk	2, 4
Springfield Ticket Office	Southward Trains	Amtrak & Metro-North Chief Dispatchers	2, 8, 12
New Haven	Eastward & Northward Trains, except Regional & Acela Express	Amtrak & Metro-North Chief Dispatchers	2, 7, 12

165-S1. (Cont'd)			
NORTHEAST DIVISION			
Location	Trains	Dspr or Opr to contact	Notes
New Haven	Westward Trains, except Regional & Acela Express	Metro-North New Haven Operator & New York Asst. Chief Dispatcher	13
New Haven	Trains destined Boston via Springfield	CSX Berkshire Dspr-Selkirk	2, 5
NOTE: At the Northeast Division locations below, Conductors must not inquire about Form D's and/or other new instructions that may be in effect for their train prior to scheduled sign-up time.			
Albany-Station Master's Office	All trains destined Empire Connection	Amtrak Section A Dspr	1
New York - TOC	All trains not destined Sunnyside Yard, including trains operating from New York en route to Harrisburg that do not change crews at 30 th St. Station, Phila.	Passenger Operator	6
	Eastward Regional & Acela Express trains	Psgr. Opr. & Boston Assistant Chief Dspr	6, 15
Q Tower	Road Trains destined New York	Passenger Operator Station Master's Office	6, 11
Lane	Trains originating	Opr Dock	...
County	Trains originating	CETC 8 Dspr	...
Trenton Station Master's Office	Trains originating at Trenton	CETC 7 Dspr	1
Morris	Trains originating	CETC 7 Dspr	...
MID-ATLANTIC DIVISION			
30th St Station	Trains originating at 30 th St. Station, except those destined Penn Coach Yard or Race St. Engine Terminal	CETC 5 Dspr	9
	Trains that change crews at 30 th St. Station, and operate from Harrisburg en route to New York, or operate from New York en route to Harrisburg.	CETC 5 Dspr	10
Frazer Yard	Trains originating at Frazer or Glen	Train Director Thorn	1

165-S1. (Cont'd)			
MID-ATLANTIC DIVISION			
Location	Trains	Dspr or Opr to contact	Notes
Harrisburg	All eastward trains, including trains that operate from Harrisburg en route to New York that do not change crews at 30th Street Station, Phila.	Operator State	...
Abrams, Bayview, Bennings, Chrysler, Edgemoor, Enola, Frankford Jct, Harrington, — (Cont'd) —	Conrail & D & H trains operating between Holmes & CP Avenue	Dspr controlling entrance to Amtrak Territory	1
Harrisburg, Lancaster, Midvale, Morrisville, Pavonia, Potomac, Reybold, and South Philadelphia Yards	Conrail & D & H trains operating between Holmes & CP Avenue	Dspr controlling entrance to Amtrak Territory	1
Perry	MARC trains originating or turning at Washington, Baltimore or Perry	CETC-3 TD	3
Baltimore-Psgr Services Office		CETC-2 TD	1, 3
Washington-K Tower		Train Director K Tower	1, 3
Washington-Crew Dspr Office	Northbound Amtrak trains	Train Director K Tower	1
NOTE 1: Form D's are electronically transmitted to this location. CONDUCTORS must examine Form D's for completeness and legibility, contact the Dispatcher or Operator to verify the number and date of each Form D received, and then complete the delivery portion of the first Form D prior to delivering the Form D's to their engineer. ENGINEERS must not depart until ensuring that the delivery portion is completed on the first Form D, and that the information shown in the delivery portion corresponds with the Form D's received. NOTE 2: Form D's are electronically transmitted to this location. ENGINEERS must examine Form D's for completeness and legibility, contact the Dispatcher to verify the number and date of each Form D received, and then complete the delivery portion of the first Form D prior to delivering the Form D's to their CONDUCTOR. NOTE 3: Form D's will be addressed to "MARC trains operating between Perry and Washington" and will remain in effect, unless cancelled, for all trips made by each crew during the tour of duty on which they were received. — Continued on next page —			

165-S1. (Cont'd)

NOTE 4: Commercial phone number (518) 767-6111.

NOTE 5: Commercial phone number (518) 767-6112.

NOTE 6: Conductor/Engineer must report to TOC prior to their train's departure time. They must fill out all required information on the TOC Record of Inquiry.

NOTE 7: Phone (ATS) 580-7585 Commercial (617) 345-7585.

NOTE 8: Phone (ATS) 580-7574 Commercial (617) 345-7574.

NOTE 9: All trains originating 30th St. Station will obtain their Form D's in the sign-up room across from the T&E lounge (adjacent to valet parking window), and Note 1 will apply.

NOTE 10: Crews for these trains will obtain their Form D's in the sign-up room across from the T&E lounge (adjacent to valet parking window), and Note 1 will apply.

NOTE 11: Road Conductors signing up at Q Tower, Sunnyside Yard, must call the Operator at the Terminal Operations Center (TOC) to inquire about Form D's and/or new instructions that may in effect for their train, which will be faxed to Q Tower. Upon arrival in New York, Note 6 above applies.

NOTE 12: Crews must contact the Metro-North Chief Dispatcher (1-800-724-3004 or 1-212-340-2050) to determine the number of the latest Metro-North Bulletin Order.

NOTE 13: Conductors must inform the Metro-North Operator of crew names and train consist, and call New York Section A Train Dispatcher (ATS 521-7472 or 212-630-7472) for Form D's and other instructions.

NOTE 14: Crews must contact the Metro-North Chief Dispatcher (800-724-3004 or 212-340-2050) and the New York Chief Dispatcher (ATS 521-7465 or 212-630-7465) to confirm they are in possession of the current Bulletin Orders, TSRB's and other instructions pertaining to their train.

Note 15: Boston Asst. Chief Dspr. - Phone (ATS) 580-7585 or commercial (617) 345-7585.

165-S2. FORM D's FOR SEPTA TRAINS

A Form D which has been **addressed** for use "Between", meaning both directions, will be retained on that train for use in the opposite direction. Form D will be fulfilled after **1** round trip.

SEPTA Trains possessing Form D's containing Amtrak main line restrictions will verify at turnaround locations that there are no additional Form D's for the return trip.

175-S1. TEMPORARY SPEED RESTRICTIONS BEGINNING OR ENDING AT AN INTERLOCKING

When an interlocking is used as one of the limits of a temporary speed restriction, the speed restriction will not apply within the interlocking, unless otherwise specified on the Form D or TSRB issuing the speed restriction.

175-S2. "80 MPH SLOW BY" SPEED RESTRICTION

When an Undercutter or TLM is working on an out-of-service track, an "80 MPH Slow By" Form D will always be issued to trains operating on tracks immediately adjacent to the **TLM**, but will be issued on tracks immediately adjacent to the **Undercutter** only when requested by the MW employee in charge. The Form D will be issued in the following format:

"Do not exceed 80 MPH on No. ____ track(s) ____ Line between ____ and ____ between the hours of ____ and ____ Speed signs will be displayed Speed restriction applies to head end only."

The speed restriction applies only between the hours prescribed. The time period must begin and end on the hour or half hour. Speed signs must be erected at the start time and removed at the end time. The Form D must be canceled at delivery points once the end time has been reached. Crews who encounter speed signs displayed outside the specified time period should comply with the signs and report the discrepancy to the Dispatcher.

When track work is completed each day, the MW employee in charge must provide the Dispatcher with the limits, times and date for the following work day's 80 MPH speed restriction. On the next day, the MW employee in charge must confirm this information with the Dispatcher.

177-S1. OVERLAPPING TEMPORARY SPEED RESTRICTIONS

Dispatchers must take the following actions when issuing a temporary speed restriction by Form D or TSRB addition that changes any portion of a previously issued Form D or TSRB:

1. Issue a Form D line 1 or TSRB addition to cover the entire affected track area.

AND

2. Issue a Form D line 13 or TSRB line cancellation to cancel the previously issued speed restriction(s).

EXCEPTION: These procedures are not required when issuing a temporary speed restriction of a short duration or emergency nature (e.g., heat order, rough track, bridge strike, etc.).

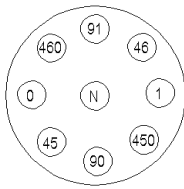
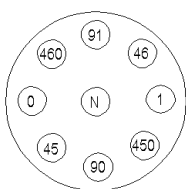
When two or more temporary speed restrictions overlap or conflict, employees will be governed by the more restrictive speed.

241-S1. PASSING A STOP SIGNAL

In the application of Rule 241, item b, Restricted Speed applies to the entire train.

242-S1. IMPERFECTLY DISPLAYED SIGNALS

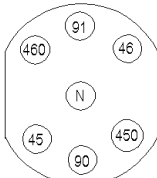
When reporting imperfectly displayed position light signals or color position light signals, the chart shown below must be used to identify missing lights by number.



Top Arm

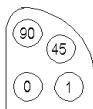


ONE ARM
HIGH SIGNAL

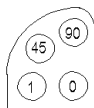


Bottom Arm

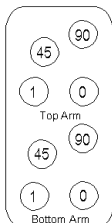
TWO ARM
HIGH SIGNAL



OLD STYLE
DWARF SIGNAL



NEW STYLE
DWARF SIGNAL



Top Arm

Bottom Arm

PEDESTAL SIGNAL

279-S1. NEW JERSEY TRANSIT EQUIPMENT – NON-CONFORMING CAB SIGNAL ASPECTS

Cab signal units on some NJ Transit engines and control cars display the number “80” on a lighted steady green or lighted steady yellow background to indicate Cab Speed; or a black “45” with a yellow background to indicate Approach Medium.

279-S2. CAB SIGNAL ASPECTS & DISPLAY UNITS

Various engines and control cars are being equipped with a new cab signal display unit, which displays the speed enforced by the cab signal aspect. The new units, in conjunction with new cab signal codes that are being phased in over the next several years, will display up to ten different cab signal aspects - Clear 150, Clear 125, Clear 100, Cab Speed 80, Cab Speed 60, Approach Limited 45, Approach Medium 45, Approach Medium 30, Approach 30, and Restricting 20.

287-S1. SLOW CLEAR INDICATION

Where interlockings are back-to-back (i.e., one interlocking ends where the other begins), trains receiving a Slow Clear signal to operate from one back-to-back interlocking to the other must, after clearing all interlocking switches at the first interlocking, approach the home signal for the second interlocking at Slow Speed.

290-S1. RESTRICTING SIGNAL

In the application of Rule 290, Restricted Speed applies to the entire train.

291-S1. STOP AND PROCEED SIGNAL

In the application of Rule 291, Restricted Speed applies to the entire train.

296-S1. APPROACH PERMANENT SPEED LIMIT SIGN

Rule 296, “Approach Permanent Speed Limit Sign,” is revised as follows:



Fig. A



Fig. B

(Black numbers or letters on yellow background)

NAME: Approach Permanent Speed Limit Sign

INDICATION: Proceed prepared to operate at prescribed speed through permanent speed restriction. If speed posted on sign is different than authorized Timetable Speed, Timetable Speed will govern.

Note: In electrified territory, this sign will be mounted in the catenary system or on catenary poles. In non-electrified territory, this sign will be mounted on an overhead bridge or on a pole approximately 12 feet above the top of the rail.

296a-S1. APPROACH SPEED LIMIT SIGN

Approach Speed Limit signs for speed restrictions for passenger train types “C” and “D” will have “CD” marked on the sign above the numerals.

296c-S1. DISPLAY OF RESUME SPEED SIGN

If two or more temporary speed restrictions adjoin each other, only one Resume Speed Sign will be used. That sign will be displayed at the end of the final restriction. Trains will be governed by the TSRB or Form D in their possession.

FORM D CONTROL SYSTEM

400-S1. MOVEMENTS IN DCS TERRITORY

In the application of Rule 400, Dispatchers issuing Form D line 2 for movement in DCS territory may use any station or whole mile post as the end point of the line 2 authority. Before issuing Form D line 2, however, the Dispatcher must ensure that the track to be used is clear to the next interlocking, controlled point or TBS. Four exceptions are:

1. When the authority is written to the end of a main track which ends at a point other than an interlocking, controlled point or TBS.
2. When a portion of the main track ahead of the movement is out of service in accordance with Rule 134.
3. When authorizing an engine to assist a disabled train in accordance with Rule 137.
4. When authorizing a train to pick up unattended equipment in accordance with Rule 139.

401-S1. NON-INTERLOCKED FACING POINT SWITCHES

Trains operating under the DCS rules must not pass over non-interlocked facing point switches until it is ascertained that the switch is properly lined.

500-S1. SPEED ENTERING ABS BETWEEN SIGNALS

In the application of Rule 500, paragraph c, Restricted Speed applies to the entire train.

CAB SIGNAL SYSTEM

550-S1. AUTOMATIC TRAIN CONTROL SYSTEM

All trains operating on the Northeast Corridor must be equipped with an Automatic Train Control (ATC), Speed Control or Locomotive Speed Limiter system (LSL) that will enforce cab signal aspect speeds. The ATC, Speed Control or LSL must be cut in and functioning whenever movement is governed by *ABS or interlocking rules*, regardless of whether cab signal rules are in effect on the track. Four exceptions to this requirement are:

1. Trains that experience a cab signal, ATC, Speed Control or LSL failure en route while operating in CSS territory. (Trains operating in *non-CSS territory* cannot claim an en route cab signal, ATC, Speed Control or LSL failure, unless they have experienced a catastrophic failure of their on-board apparatus, such as a major debris strike that damages their cab signal pickup bar.)
2. Trains operating within Washington Terminal that are not operating to or from the Main Line—Philadelphia to Washington.
3. Trains operating between Tower 1 and Cove destined to or from CSXT Boston Line.

550-S1. (Cont'd)

4. Trains operating against the current of traffic, where DCS rules have been substituted for ABS rules, or where CSS rules have been removed from service in accordance with Rule 561, may cut out their speed control switch or ATC cutout switch through the affected area (P42 & P40 engines must cut out the territory switch). However, speed control, ATC or territory switch must be cut back in immediately before the train leaves the affected area.

NOTE: When operating against the current of traffic on a Rule 251 track, the cab territory switch (if equipped) should be used to cut the speed control out through the affected area. However, when operating where DCS rules have been substituted for ABS rules, or CSS rules have been suspended, the electric ATC cut out switch must be used to avoid penalties that might occur if cab signal flips are received. Whenever a seal is broken to cut out one of these appliances, the Engineer must record the action on locomotive inspection form (MAP 100 for Amtrak engines). When the equipment is cut back in at the entrance to signaled territory, no retest is required, unless the equipment was cut out pneumatically.

AMT-3 Instruction 7.2.1(C), "Territory Switch" is modified accordingly for movements leaving cab signal territory that are still governed by ABS or interlocking rules.

The controlling locomotive of trains operated in the NEC that are equipped with a **Locomotive Speed Limiter (LSL)** system must be equipped with indicating lights on each side that illuminate when the locomotive's LSL system is cut in and functioning properly. If these LSL indicating lights are seen to be extinguished in cab signal territory, the train's LSL system may be cut out or not functioning properly, and immediate notification must be made to the crew of the train involved and to the Dispatcher.

551-S1. ON-BOARD CAB SIGNAL TESTING DEVICE

MARC Control Cars 7745-7749 are equipped with an onboard cab signal testing device, governed by AMT-3 Instruction 7.2.3(A), "ATC (Cab Signal) Self Tester".

551-S2. CAB SIGNAL TESTS

When a cab signal test is performed by an engineer where there are no mechanical forces on duty to receive a copy of the test results, in addition to posting a copy in the locomotive cab, the results of such inspection must be transmitted to the Dispatcher, specifying the location, date, time, train, engine number, engineer's name and test results. The Dispatcher will record the test information in the Record of Cab Signal Test book.

561-S1. SINGLE LITE AEM-7, ALP-44, ALP-46, HHP-8, HST POWER CAR & MU ENGINE MOVEMENTS

In CSS territory, Dispatchers and Operators must not authorize a train to follow a **single lite AEM-7, ALP-44, ALP-46, HHP-8, HST power car or MU engine** between consecutive interlockings or controlled points, or between consecutive signals within interlocking limits.

Exceptions:

1. This restriction does not apply when the equipment is stored on a station track, without a signal to proceed.
2. This restriction does not apply on track Nos. 4 and 5 between Arsenal and Phil, inclusive (PW Line).
3. This restriction does not apply on the PH Line territory listed below:
 - No. 1 Track, between 52nd St. and eastern limits Zoo Int (Mt. Vernon St.)
 - No. 4 Track, between the eastern and western limits of Zoo Int (Mt. Vernon St. to 44th St.)
 - No. 4 Valley Track, between western limits Zoo Int (44th St.) and Valley Int (52nd St.)
 - No. 2 Track, between connection with K Ladder in Zoo Int (D1) and 42nd St. OHB (JO).
4. In an emergency, the Dispatcher may authorize a train to follow this equipment by issuing the following train a Form D Line 11 for the territory involved.

Prior to entering cab signal system territory, the conductor or engineer of a **single lite AEM-7, ALP-44, HHP-8, HST Power Car or MU engine** must notify the Dispatcher or Operator, who must in turn notify the next Dispatcher or Operator ahead of the movement. Interlocking and controlled point signals must be displayed for the lite engine movement.

Each Operator or Dispatcher involved must apply blocking devices to his control machine to restrict following movements. These blocking devices need not be recorded nor reported to the Dispatcher. Interlocking machine indication may be relied upon to determine when engine has cleared interlocking or controlled point signals.

580-S1. ACSES RULES

DEFINITIONS

Advanced Civil Speed Enforcement System (ACSES):

A transponder and data radio based train control system that supplements the cab signal/speed control system by enforcing permanent speed restrictions, temporary speed restrictions, and a positive stop at interlocking and controlled point signals displaying Stop Signal.

Transponder: A device mounted between the rails that transmits location-specific train control information to trains equipped with on-board ACSES apparatus.

Data Radio: A radio used on-board ACSES equipped trains and at fixed sites to enhance certain features of ACSES through transmission and reception of data.

ACSES RULES

Advanced Civil Speed Enforcement System (ACSES) Rules apply only where designated by Timetable or Bulletin Order. ACSES will automatically apply the brakes of an

580-S1. (Cont'd)

equipped train if the engineer fails to take proper action to comply with a permanent or temporary speed restriction, or an interlocking or controlled point (CP) signal displaying Stop Signal.

580. Trains Equipped with ACSES Apparatus

All trains operating in ACSES territory must be equipped with ACSES apparatus, unless otherwise authorized by Special Instruction. (See SI 580-S2, page 355)

581. Testing the ACSES Apparatus

a. Departure Test

The ACSES apparatus on the leading end of the first engine or control car of each equipped train must be tested and found to be operational within 24 hours before the engine or control car leaves its initial terminal. If test equipment is not available at a point where another unit will be required to become a lead unit, this unit must also be tested at the initial terminal.

The employee performing the test must post a signed copy of the test results in the cab of the locomotive and must leave a signed copy of the test results at the test location.

b. Engineer's Responsibility

Engineers taking charge of an equipped engine destined for ACSES territory must examine the test form to ensure that the on-board apparatus has been tested within the prescribed period, and must examine the ACSES display to ensure that the apparatus is cut in. The Missing Transponder Symbol ("— —") will be displayed on the track speed indicator until the engine enters ACSES territory.

If the engine is equipped with a train-type selector switch, the Engineer must ensure that the switch is in the correct position, as determined by the train's consist and the train type definitions that are included in the timetable.

c. Operating from Equipped Unit Without Departure Test

If necessary en route to operate from an equipped unit or end that had not been given a departure test, the ACSES apparatus must be considered inoperative. Rule 584, "Movement With Inoperative On-board ACSES Apparatus," must be observed.

d. ACSES Failure on Equipment in Turnaround Service

Under the following conditions, a train that has experienced an ACSES failure may be dispatched from a turnaround point, governed by the rules that apply to an en route failure (Rule 584):

1. The equipment is used in turnaround service between its originating terminal and the turnaround point,
AND
2. The equipment received a satisfactory ACSES test within the previous 24 hours,
AND
3. No mechanical forces are on duty at the turnaround point to repair the equipment.

The crew must advise the Dispatcher of the failure before leaving the turnaround point. The equipment must be repaired or replaced at the next forward point that will not cause undue delay to the train.

580-S1. (Cont'd)

582. ACSES Display and Enforcement of Track Speeds

a. ACSES Conforms to Known Track Speeds

1. The on-board ACSES apparatus will display and enforce all permanent and temporary track speed limits. When approaching a location where the track speed is more restrictive, the track speed indicator will display the speed change prior to reaching the restriction if a reduction in speed is required.

Exception: Temporary Transponders - Where temporary transponders are used to enforce temporary speed restrictions:

- i. Temporary speed restrictions will be displayed and enforced as soon as the engine passes the temporary transponder, regardless of the train's speed.
- ii. Temporary transponders will be installed at the location of the *Approach Speed Limit Sign* to ensure adequate braking distance.
- iii. ACSES will not display or enforce temporary speed restrictions within interlocking limits.

2. When the track speed indicator changes to a more restrictive speed, the audible indicator will sound until the speed change is acknowledged. Failure to acknowledge the change within 8 seconds or to satisfy the required braking rate will result in a penalty application of the brakes.

3. When the track speed indicator changes to a more favorable speed, the audible indicator will transmit a short sound, which will not require acknowledgment. Speed must not be increased until the entire train has cleared previous lower speed limit.

4. Where ACSES data radio is in service and a train is diverted at an interlocking over one or more switches, ACSES will display and enforce the speed of the slowest crossover in the established route on trains that are equipped with the "ACSES II T.S.R. Data Radio" version of on-board apparatus. This crossover speed enforcement will continue until the head end of the train clears the interlocking, but may release sooner at certain locations.

b. ACSES Does Not Conform to Known Track Speeds: More Restrictive Speed Governs

1. If ACSES displays an incorrect speed limit, the lower speed limit will apply.

2. If ACSES displays the Missing Transponder Symbol ("—"), the train will operate according to track and signal speed limits, not exceeding 110 MPH between New Haven and Boston, and 125 MPH between New York and Washington.

3. If ACSES displays the **Missing Temporary Speed Symbol** (display alternates between "— —" and permanent track speed, the train will operate according to track and signal speed limits. Although ACSES will cap the maximum speed displayed at 125 MPH in all ACSES equipped territory, trains operating between New Haven and Boston must not exceed 110 MPH.

4. When approaching an interlocking, if data radio reception is interrupted and train routing data is not received by the on-board ACSES apparatus, ACSES may enforce a temporary speed restriction that exists on an adjacent track within or beyond the interlocking, as a

580-S1. (Cont'd)

precaution in case the train is routed to the affected track. This adjacent track temporary speed restriction enforcement will be released when the train exits the interlocking.

5. On High Speed Trainsets, various internal faults (e.g., “ACSES Data Not Available”) may cause the display of Train Type “B” speeds instead of Train Type “A” speeds, even when the tilt system is still functional. When this occurs, a report must be made to the Dispatcher, and the train will be governed by the Train Type “B” speeds displayed. This type of malfunction will not be considered an ACSES failure, but must be recorded on MAP 100.

c. If one of the conditions listed in Part “b” occurs:

1. The Engineer must notify the Dispatcher as soon as possible without delay to the train. The report must include the location and description of the non-conformity.

Exception: Non-conformities referenced in Rule 586, “Circumstances in Which ACSES May Not Indicate Current Wayside Conditions,” need not be reported to the Dispatcher.

2. The Dispatcher must relay all reported information to appropriate Mechanical and C&S personnel, so that they can investigate the non-conformity.

3. Normal speed may be resumed once ACSES displays a correct speed on the track speed indicator, unless an ACSES on-board apparatus failure has occurred as described in Rule 584(a).

583. ACSES Enforcement of Interlocking and CP Signals

ACSES will enforce a positive stop at interlocking and CP signals displaying Stop Signal. Where data radio is **not** in service, ACSES will also enforce a positive stop at interlocking and CP signals whenever prevailing conditions result in the display of a Restricting cab signal aspect prior to arriving at the interlocking or CP signal.

a. Positive Train Stop (PTS) Zone:

The “PTS Zone” is the length of track preceding interlocking signals and controlled point signals, within which the ACSES calculated PTS braking curve will force a train to stop before reaching a Stop Signal, by causing a penalty brake application. Once a train has been stopped by ACSES in the PTS Zone, operation of the Stop Release Button is required to resume movement toward a Stop Signal, in accordance with the requirements of this rule.

- 1.** The length of the PTS Zone varies in proportion to the length of the block between the distant signal and the interlocking or CP signal, and is also affected by rail adhesion conditions, but will not normally be greater than 1,000 feet. Under ideal conditions, the PTS Zone may be considerably less than 1,000 feet.
- 2.** At higher approach speeds, a penalty brake application may force the train to stop prior to reaching the PTS Zone. If this occurs, the brakes may be released without operating the Stop Release Button.

b. Data Radio IN Service

ACSES will cause a penalty application of the brakes to occur on trains that are approaching interlocking and CP signals, if:

580-S1. (Cont'd)

1. The train is approaching the signal at a speed above the braking curve for the signal, as calculated by the on-board ACSES apparatus. On engines equipped to do so, Stop Signal will be displayed on the cab signal aspect when the penalty application occurs.

or

2. The train stops in the PTS Zone 1,000 feet or less from the signal with a Restricting cab signal or with cab signals cut out, and the brakes are released while the interlocking or CP signal displays Stop Signal.

c. **Data Radio NOT in Service**

ACSES will cause a penalty application of the brakes to occur on trains that are approaching interlocking and CP signals, if:

1. The train is approaching the signal at a speed above the braking curve for the signal, as calculated by the on-board ACSES apparatus. On engines equipped to do so, Stop Signal will be displayed on the cab signal aspect when the penalty application occurs.

or

2. The train stops in the PTS Zone 1,000 feet or less from the signal with a Restricting cab signal or with cab signals cut out, and the brakes are released before the Stop Release Button is pressed.

d. **Stop Release Button**

► **Operation With Data Radio IN Service:** Where data radio is in service, use of the Stop Release Button is required only when necessary to pass a Stop Signal in accordance with Rule 241. Crews must promptly notify the Dispatcher if they have to use the Stop Release Button at any data radio equipped interlocking or Controlled Point to pass any fixed signal other than a Stop Signal.

► **Operation With Data Radio NOT in Service:** After the train has stopped in a PTS Zone, the Engineer must press the Stop Release Button before attempting to resume movement, unless the cab signal displays an aspect more favorable than Restricting.

► **General Operation:** Unless otherwise indicated, the following instructions govern use of the Stop Release Button with or without data radio in service.

1. For fixed signals displaying Stop Signal, the Stop Release Button must not be pressed until the train has received permission from the Dispatcher, per Rule 241, to pass the fixed signal in Stop position.
2. Once the Stop Release Button has been pressed, ACSES will display and enforce a track speed of 15 MPH until the engine clears the interlocking or CP. Normal speed may be resumed once ACSES displays the correct track speed.
3. If the Stop Release Button is pressed unnecessarily (either before or after the cab signal displays a more favorable aspect than Restricting), a 15 MPH track speed limit **may** be enforced until the engine clears the interlocking or CP.
4. If data radio is **not** in service, once the Stop Release Button has been pressed, ACSES **will** display and enforce a track speed of 15 MPH until the engine clears the interlocking or CP.

580-S1. (Cont'd)

584. Movement With Inoperative On-board ACSES Apparatus

The movement of a train equipped with inoperative on-board ACSES apparatus is prohibited, except when failure occurs after the engine leaves its initial terminal.

a. Criteria for Determining ACSES On-board Apparatus Failure

The ACSES on-board apparatus will be considered as having failed if any of the following conditions occur:

1. The audible indicator fails to sound when the ACSES display changes to a more restrictive speed.
2. The audible indicator continues to sound even though the ACSES change was acknowledged and the speed of the train was reduced to the speed required by ACSES.
3. The track speed indicator fails to conform to 3 permanent speed changes in succession.
4. Damage or fault occurs to any part of the ACSES on-board apparatus.

Note: Display of the **Missing Temporary Speed Symbol** (display alternates between “—” and permanent track speed) is not an ACSES on-board apparatus failure. However, the train must operate according to track and signal speed limits, not exceeding 110 MPH on the NHB Line* and 125 MPH on the NYP & PW Lines. The Engineer must notify the Dispatcher as soon as possible without delay to the train, regarding the location and description of the non-conformity. (**See S.I. 582-B1, page 126; Speed does not currently need to be reduced to 110 MPH on the NHB Line, due to continued use of ACSES temporary transponders.*)

b. Engineer's Responsibility

If the on-board ACSES apparatus fails en route, the Engineer must take the following actions:

1. Cut out the on-board ACSES apparatus.
2. Operate according to track and signal speed limits, not exceeding 110 MPH between New Haven and Boston, and 125 MPH between New York and Washington.
3. Notify the Dispatcher and Conductor as soon as possible without delay to the train. The reason and location of the failure must be included in this report.
4. Consider the failed on-board ACSES apparatus as inoperative until the apparatus has been repaired, tested and found to be functioning properly.

c. Dispatcher's Responsibility

Dispatchers who are notified of an on-board ACSES apparatus failure must take the following actions:

1. Promptly notify appropriate Mechanical and Signal personnel of the reason and location of the failure.
2. Promptly notify the Dispatcher of the connecting dispatching district.

585. ACSES Operation with Failed Cab Signals

ACSES will function differently on trains with the on-board cab signal apparatus cut out because of an en route cab signal failure:

580-S1. (Cont'd)

1. The Missing Transponder Symbol (“– –”) will be displayed continuously.
2. ACSES will continue to enforce track speed limits, and interlocking and CP signals displaying Stop Signal.
3. ACSES will enforce Slow Speed, Medium Speed and Limited Speed routes within interlocking limits.
4. ACSES will enforce a positive stop at interlocking or CP signals governing entrance to Rule 562 territory, when Clear to Next Interlocking Signal is not displayed.

Trains will be governed by the rules that apply to cab signal failures.

Note: In ACSES territory where data radios are **not** in service, trains operating with failed cab signals, or where DCS rules have been substituted for ABS rules, must cut out the on-board ACSES apparatus.

586. Circumstances in Which ACSES May Not Indicate Current Wayside Conditions

ACSES may not indicate current wayside conditions under the following circumstances:

1. When a train enters ACSES territory at a hand-operated switch or makes a reverse move in ACSES territory, ACSES may not display the correct track speed until the engine passes the first transponder set.
2. When a train makes a diverting move through an interlocking, ACSES may not display the correct speed of the track to which the train is routed until the train passes the first transponder set on the affected track.
3. When an engine passes a transponder while moving at less than 3 MPH, ACSES may display the Missing Transponder Symbol.
4. When entering an area where multiple closely spaced civil or temporary speeds are encountered in succession, ACSES will enforce each civil speed and speed restriction, but may not display all intermediate speed changes.

587. Movements that Must Not Exceed 20 MPH

Trains that enter ACSES territory at a hand-operated switch or make a reverse move between transponder sets must not exceed 20 MPH until a valid track speed is displayed on the track speed indicator.

588. Wayside Portion of ACSES Not Operative

If the wayside portion of ACSES is inoperative, the Dispatcher may issue a Form D line 13 or verbal instructions to temporarily suspend ACSES Rules in the area affected by the malfunction. The Signal Department may install temporary transponders to automatically suspend operation of the on-board ACSES apparatus within the designated limits. The Engineer must NOT manually cut out the on-board apparatus.

Movement within the designated limits will operate according to track and signal speed limits, not exceeding 110 MPH between New Haven and Boston, and 125 MPH between New York and Washington.

580-S1. (Cont'd)

589. Reliance on ACSES

ACSES enforcement of track speeds and signal indications does not relieve employees from their responsibility for maintaining thorough knowledge of physical characteristics and track speeds. ACSES is intended to supplement, not replace, employee knowledge and skills.

590. Dispatcher's Responsibility for Recording Movements

Dispatchers must record on the Record of Train Movements the movement of trains operating under any of the following conditions:

1. ACSES does not conform to track speeds.
2. Movement with inoperative on-board ACSES apparatus.
3. Wayside portion of ACSES inoperative.

591. Engineer's Responsibility to Report on Forms

Engineers must report the following occurrences on the prescribed form, in addition to verbally reporting them as prescribed by previous rules:

1. ACSES does not conform to track speeds.
2. Movement with inoperative on-board ACSES apparatus.

580-S2. TRAINS EQUIPPED WITH ACSES APPARATUS

On the Main Line—New Haven to Boston (NHB), all trains must be equipped with operative on-board ACSES apparatus. On the Main Line—New York to Philadelphia (NYP) and Main Line—Philadelphia to Washington (PW), all Amtrak trains must be equipped with operative on-board ACSES apparatus. Trains must not be dispatched from their initial terminal with failed on-board ACSES data radio apparatus.

1. MARC HHP-8 Locomotives: When used to haul Amtrak trains, the ACSES apparatus on MARC HHP-8 locomotives must be cut in and operative.

2. Exempt Amtrak Engines: On the PW & NYP Lines, the following Amtrak engines are exempt from the above ACSES requirements: Model P-42BH engine Nos. 1–100 & 112–207; Model P32 engine Nos. 512, 513 & 514; Model SW1001 engine No. 569; Model GP38 engine No. 724; Model P-40BH engine Nos. 800–823, 825–836 & 838–841.

581-S1. ACSES DEPARTURE TEST: MAP 100

When taking charge of an ACSES equipped engine destined for ACSES territory, engine service employees must examine the MAP 100 form to determine that the on-board ACSES apparatus has been tested within the prescribed period. If necessary, the Engineer will perform a self-test, then note the time and date of the test, and his signature, on the locomotive inspection form. Engineers must promptly advise the Dispatcher whenever it is necessary for them to perform an ACSES test, and the result of the test.

581-S2. ACSES TRAIN TYPE SELECTOR SWITCH

When taking charge of a train that is destined for ACSES territory, the Engineer must ensure that the ACSES train type setting on the controlling engine corresponds with the train's consist, as specified in Special Instruction 37-P1, 37-N1, or 37-B1. The ACSES train type that is active is indicated by a flashing light next to the train type letter (B, C, D or E) on the ACSES train type selection panel, not by the position of the train type selector knob.

581-S2. (Cont'd)

If the active train type does not conform to the train's consist, the Engineer must change it by moving the train type selector knob to the correct position, and then initiating an ACSES self test. When the self test has completed, the Engineer must check the ACSES train type selection panel to ensure that the correct train type has been activated, then note the time and date of the test, and his signature, on the locomotive inspection form. The same process must be followed if the train's consist is changed enroute, resulting in the train qualifying for a different train type.

Train Consist Notes:

(1) High Speed Trainsets (HST's): The above requirements do not apply to HST's, which are automatically set to Train Type "A" or "B" depending on whether the tilt system is active ("A") or disabled ("B").

(2) Commuter Agency or Freight Carrier Engines: The above requirements do not apply to commuter agency or freight carrier engines that do not have a train type selector switch. These units are set internally to Train Type "C" or "E", respectively.

(3) MARC III Control/Coach Cars are Train Type "B" between Washington and New York (PW & NYP Lines), but are Train Type "C" between New Haven and Boston (NHB Line). Trains with this equipment in consist that will be operating through New York must change the active train type while stopped in New Haven or New York, so that it will conform to the territory to which they are destined.

581-S3. ACSES ACTIVATION IN NON-ACSES TERRITORY

If ACSES displays anything other than the Missing Transponder Symbol in territory where ACSES is not in effect, the ACSES apparatus cut out switch located on the side of the ACSES equipment box must be placed in the "cut out" position. Once ACSES has been electrically cut out in this manner, HST's and HHP-8's will display "ACSES Cut Out" in the alarm box of the MFD1 screen. On other ACSES equipped engines, the red "Track Speed Cut Out" light will illuminate. Prior to entering ACSES equipped territory, ACSES must be cut back in without delay to the train. Re-testing the on-board ACSES apparatus is **not** required when the system is cut out and cut in electrically, as described above.

582-S1. ACSES DISPLAY AND ENFORCEMENT OF TRACK SPEEDS

In the application of ACSES Rule 582, the track speed indicator on certain engines may be capped at the maximum speed of the engine, or a speed 5 MPH above the maximum authorized speed of the engine.

582-S2. ACSES TEMPORARY TRANSPONDER PLACEMENT

Temporary transponders used to enforce temporary speed restrictions are placed at approximately the same locations as temporary speed signs. Before placing or removing temporary transponders on an in-service track,

582-S2. (Cont'd)

Engineering Department employees must contact the Dispatcher to determine the established direction of traffic on the track segment involved, and to obtain a hold against movements in the opposite direction. Temporary transponders must then be placed in sequential order, starting with the transponder set that would be the last one encountered by trains operating in the established direction of traffic. Temporary transponders must be removed in sequential order, starting with the transponder set that would be the first one encountered by trains operating with the established direction of traffic.

Before providing established direction of traffic information and assurance of a hold in the opposite direction, the Dispatcher must apply blocking devices to prevent the operation of trains in the opposite direction. These blocking devices must remain applied until notified that all temporary transponders are in place. If foul time is requested because of inadequate watchman/lookout protection, a hold must be placed on approaching trains in either direction.

583-S1. ACSES TERRITORY - REVERSING DIRECTION AT STOP SIGNAL

When necessary to reverse direction after stopping at an interlocking signal displaying Stop Signal, the Stop Release Button must be pressed before releasing the brakes, to avoid a penalty brake application.

583-S2. ACSES TERRITORY - MAKING STATION STOP NEAR STOP SIGNAL

When making a station stop near an interlocking signal displaying Stop Signal, the location of the positive stop enforced by ACSES may be short of the desired station stop location. If this occurs, the Engineer will have to press the Stop Release Button to properly position the train for the station stop. Before pressing the Stop Release Button to reposition the train, the Engineer should attempt to contact the Dispatcher to ask whether the interlocking signal can be displayed. Once the Stop Release Button is pressed, ACSES will enforce a 15 MPH speed limit until the engine clears the interlocking, regardless of what aspect the interlocking signal or cab signal displays.

584-S1. FAILURE OF ACSES ON-BOARD APPARATUS TO RELEASE TEMPORARY SPEED RESTRICTION

If the on-board ACSES apparatus fails to release a temporary speed restriction after passing the Approach Speed Limit Sign for trains approaching the restriction in the opposite direction, the Engineer must reset the ACSES system by stopping the train, placing the automatic brake valve in "Suppression", opening the ACSES circuit breaker **for 30 seconds**, and then closing the circuit breaker. If opening the circuit breaker fails to clear the restriction, the on-board ACSES apparatus must be cut out, and Rule 584 will apply.

586-S1. BACK-UP MOVES IN ACSES TERRITORY

When a train is backing up or pushing cars in ACSES territory, ACSES may not enforce a positive stop at interlocking or controlled point signals.

INTERLOCKING RULES

600-S1. INTERLOCKING RULES

Where Interlocking Rules are in effect between the interlockings and it is necessary to issue verbal permission to pass a signal in stop position for movement between these interlockings, the Operator or Dispatcher must confer with the Operator or Dispatcher who controls opposing movements to insure that opposing signals are in stop position.

601-S1. LOCAL CONTROL OF INTERLOCKINGS BY C&S EMPLOYEES

a. General Requirements

C&S employees may take local control of an interlocking to assist the Dispatcher when remote control is lost, or to expedite switch, signal or track circuit testing. C&S employees who take local control must be qualified on the operating rules and the operation of the local control panel (i.e., operation of switch controls, signal controls, and blocking devices). They must be qualified on the physical characteristics of the interlocking if they will be providing exclusive track occupancy protection for employees working within interlocking limits.

C&S employees must obtain permission from the Dispatcher before taking local control, and must follow the Dispatcher's instructions while the interlocking is in local control. Permission to take local control must not be given when a track within interlocking limits is out of service by Form D line 4, except **(1)** in an emergency, **(2)** when necessary to route a train to, from or around an out of service track on which a track circuit has been de-energized, or **(3)** when necessary to perform C&S tests on a movable bridge. C&S employees who take local control when a track within interlocking limits is out of service by Form D line 4, must receive permission from the person in charge of the out-of-service track before operating any interlocking appliance on that track.

b. Job Briefing

Before permission to take local control is given or received, the C&S employee and the Dispatcher must have a job briefing to discuss:

1. The identification and reason for any blocking devices applied by the Dispatcher.
2. The nature of any C&S tests or inspections to be performed, and the effect that the work will have on the Dispatcher's model board indications.

c. Blocking Devices Applied or Ordered Applied by the Dispatcher

Dispatcher instructions regarding the application or removal of blocking devices must be correctly repeated by the C&S employee receiving them, before being acted upon. C&S employees must obtain permission from the Dispatcher before removing any blocking devices applied by, or ordered applied by, the Dispatcher. C&S employees must keep a written record of these blocking devices to ensure compliance. The record must include the identification of each blocking device, the time it was applied, and the time the Dispatcher authorized its removal. Once

601-S1. (Cont'd)

control of the interlocking is returned to the Dispatcher, the C&S employee must draw an "X" through the blocking device record, then retain the record for 7 days.

d. Displaying Signals for Train Movements

The C&S employee must not display a signal for a train movement unless authorized by the Dispatcher, and the two employees have discussed the position of all switches involved in the route.

e. Permission by Stop Signals

While an interlocking is in local control, Dispatchers must not issue Rule 241 permission for a train to pass a Stop Signal until they have contacted the C&S employee in control of the interlocking to confirm the position of all switches involved in the route, and to advise the C&S employee of the move to be made.

f. Roadway Worker Protection

In the application of Amtrak and Federal Roadway Worker Protection rules, a C&S employee who has local control of an interlocking may, with permission of the Dispatcher, use opposing Stop Signals to establish exclusive track occupancy protection for employees working within interlocking limits. In such a case, the C&S employee must not display any signal, or give control of the interlocking back to the Dispatcher, until all employees authorized to foul the track have cleared the affected track(s), or the employees have established alternate protection.

The C&S employee must not authorize any work that involves on-track equipment or will disturb the track or catenary structure so that it would be unsafe for Normal Speed.

NOTE: When protection between interlockings is required, Foul Time must be obtained from the Dispatcher in the usual manner. Before granting Foul Time, the Dispatcher must order the C&S employee who has local control of any affected interlockings to apply blocking devices to the affected controls.

605-S1. SEPTA RAIL CLEANING CARS

Septa Rail Cleaning Cars RC-1 and RC-2 are converted rail grinding cars that have been equipped with wire brushes to scrape leaf residue off the rail. They may be pushed or pulled by an engine over the NEC, subject to the following restrictions:

- (1) They may be operated at speeds up to 25 MPH, not exceeding the maximum speeds for freight trains.
- (2) They must not be coupled to other types of equipment, other than the engine that is pushing or pulling them.
- (3) While operating within interlocking limits, they must receive following movement and route protection in accordance with Rule 605, "Movements That Might Not Shunt."
- (4) While operating in ABS territory, they must receive following movement protection in accordance with Rule 506, "Trains that Might Not Shunt."

613-S1. MOVEMENT NOT GOVERNED BY FIXED SIGNAL INDICATION

Rule 613 is replaced in its entirety by the following:

Movements not governed by fixed signal indication within interlocking limits must receive permission from the Dispatcher or Operator. Permission must only be given or accepted for an immediate movement. Before giving permission, the Dispatcher or Operator must determine that:

- 1.** Affected appliances are properly positioned. If the position of a switch cannot be determined, the route must be inspected.
- 2.** No opposing or conflicting movements have been authorized.
- 3.** Blocking devices have been applied to protect against opposing movements, whenever the route involves movement into territory where Rule 261 is in effect.

The Dispatcher or Operator must give permission for interlocking movements not governed by fixed signal indication in the following manner: *"No. 5316 engine 4129 may operate east on No. 2 track at Rare."*

The receiving employee must repeat this permission and the Dispatcher or Operator must then confirm it. Movement may then proceed at Restricted Speed to the next signal. In cab signal territory, trains may proceed in accordance with cab signal indication after clearing interlocking limits.

RADIO RULES

701-S1. COMMUNICATION REQUIREMENTS FOR TRAINS

Trains must not be dispatched from their initial terminal without a working locomotive radio on the leading end of the controlling engine. Trains must also be equipped with a backup means for communicating with the Dispatcher. The backup means shall be a second locomotive radio, a portable radio, or a cellular phone capable of reaching the Dispatcher.

Employees must test each required means of communication as soon as practicable, prior to the commencement of their work assignment. If the device fails to function as intended, the Dispatcher must be notified as soon as practicable.

If the locomotive radio on the controlling engine fails en route, a portable radio must be placed on the controlling engine at the next location where portable radios are available. If a required backup means of communication fails en route, the device must be repaired or replaced at the next location where it is possible to do so.

For the purpose of this instruction, an initial terminal is defined as the location where the locomotive receives its calendar day inspection, and any subsequent turning point where mechanical forces are on duty who can repair or replace a defective locomotive radio. If it is not possible to repair or replace a defective locomotive radio at a turning point without undue delay to the train, the train may be dispatched from the turning point with a portable radio on the head end, and a crew member stationed at a working locomotive radio at another location in the train.

701-S2. RADIO COMMUNICATION WITH ENGINEERS

Employees should avoid using Engineers to relay or provide routine, non-emergency information that does not directly affect the train's movement. Whenever possible, such communication must be made directly with the other parties involved. For example, a Conductor needing a wheel chair at an upcoming station should use his or her cell phone or radio to communicate directly with Customer Services personnel, and a Dispatcher needing information on a train delay should obtain the information directly from the Conductor.

706-S1. DISPATCHER RADIO CHANNEL TERRITORIES

All Dispatcher offices are equipped with road radios, channel 54-54. **Exceptions:**

Boston—Westbound and southbound trains must change to radio channel 29-29 at Division Post (MP 72.9). Radio Channel 92-92 in service on the Dorchester Branch and all Old Colony lines. Trains must switch to channel 92-92 when operating between Hill and Fort Point Channel UG Bridge, MP 227.9.

New York—PSCC also equipped with LIRR channel 2. Dispatchers Office and Terminal Operations Center also equipped with road radio channel 60-60.

Philadelphia—Section C Dispatcher also equipped with road radio channel 35-35.

714-S1. TELEPHONE NUMBERS—DISPATCHERS, OPERATORS, ETC.

Dispatcher/Operator	Exchange	ATS	Commercial
NHB, DB, MRS, & MM LINES			
Chief Dspr	Boston	580-7569, 7570	617-345-7569
Form D inquiry only	Boston	580-7585	617-345-7585
Terminal TD	Boston	580-7565	617-345-7565
Corridor TD	Boston	580-7561	617-345-7561
Main Line TD	Boston	580-7562	617-345-7562
New London TD	Boston	580-7567	617-345-7567
Dorchester TD	Boston	580-7492	617-345-7492
Shore Line TD	Boston	580-7568	617-345-7568
Springfield Line TD	Boston	580-7574	617-345-7574
Power Director	Boston	580-7714	617-345-7714
Conn	New London	568-5622	860-510-5622
Mystic River	New London	566-3908	860-446-3908
Nan	New London	568-5628	860-510-5628
NYS, EC, NYT & NYP LINES			
Chief Dspr	Penn Sta.	521-7467	212-630-7467
Power Director			
Zone 1 (Shell to Bergen)	Penn Sta.	521-7684	212-630-7684
Power Director			
Zone 2 & 3)			
(Bergen to MP 76)	Penn Sta.	521-7680	212-630-7680
.....	Penn Sta.	521-7682	212-630-7682
Power Supvr			
(MNRR Dspr)	G. C. T.	...	212-340-2100
Penn Station Central	Penn Sta.	521-6308	212-630-6308
Control	Penn Sta.	521-6309	212-630-6309
.....	Penn Sta.	521-6286	212-630-6286
Terminal Oprs Cntr	Penn Sta.	521-6466	212-630-6466
Dspr. Sec. A	Penn Sta.	521-7472	212-630-7472
Dspr. Sec. B	Penn Sta.	521-7471	212-630-7471
CETC-8 TD	Penn Sta.	521-6409	212-630-6409
CETC-7 TD	Penn Sta.	521-6408	212-630-6408
Pelham Bay	Penn Sta.	521-7193	212-630-7193
Q	Penn Sta.	521-7763	212-630-7763
R	Penn Sta.	521-7349	212-630-7349
Dock	Newark	525-2377	973-596-2377
Union	Newark	525-2382	973-596-2382
MID-ATLANTIC DIVISION			
Chief Dspr	Phila.	728-2417	215-349-2417
Asst Chief H	Phila.	728-2226	215-349-2226
.....	Phila.	728-2227	215-349-2227
Dspr. Sec. B	Phila.	728-2230	215-349-2230
Dspr. Sec. C	Phila.	728-2231	215-349-2231
Asst Chief I	Phila.	728-2251	215-349-2251
.....	Phila.	728-2252	215-349-2252
CETC-1 TD	Phila.	728-2263	215-349-2263
CETC-2 TD	Phila.	728-2264	215-349-2264
CETC-3 TD	Phila.	728-2265	215-349-2265
CETC-4 TD	Phila.	728-2266	215-349-2266
CETC-5 TD	Phila.	728-2233	215-349-2233
CETC-6 TD	Phila.	728-2232	215-349-2232

714-S1. (Cont'd)			
Dispatcher/Operator	Exchange	ATS	Commercial
MID-ATLANTIC DIVISION			
Power Director Zone 4 (MP 76 [Holmes]- Glenolden) (Zoo-MP 21.3 [Paoli])	Phila.	728-2276	215-349-2276
Power Director Zone 5 (Glenolden- Gunpow)	Phila.	728-2277	215-349-2277
Power Director Zone 6 (Gunpow to Washington Terminal)	Phila.	728-2257	215-349-2257
Power Director Zones 8 & 9 (MP 21.3[Paoli]- Harrisburg)	Hrbg.	724-3319	717-232-3319
DAC Clerk	Phila.	728-2234	215-349-2234
Psgr. Clerk-North	Phila.	728-2235	215-349-2235
Psgr. Clerk-South	Phila.	728-2394	215-349-2394
Cork	Lanc.	738-5030	717-291-5030
Elizabethtown	Hrbg.	724-3373	717-232-3373
Florin	Lanc.	724-3394	717-291-3394
Leaman	Lanc.	738-5032	.....
North Phila.	Phila.	728-2334	215-349-2334
Overbrook	Phila.	728-2335	215-349-2335
Paoli	Phila.	728-2336	215-349-2336
Park	Phila.	728-1724	215-349-1724
State	Hrbg.	724-3336	717-232-3336
Thorn	Lanc.	738-5043	717-291-5043
.	Phila.	728-3237	215-349-3237
Zoo	Phila.	728-2340	215-349-2340
Control Center Toll Free	Wash.	777-2301	202-906-2301 800-372-9700
Crew Dspr. Toll Free	Wash.	777-2319	202-906-2319 800-372-9600
K Tower	Wash.	777-2323	202-906-2323
Yardmaster	Wash.	777-2328	202-906-2328

714-S2. TELEPHONE NUMBERS-AMTRAK POLICE

LOCATION	TELEPHONE NUMBER
BOSTON — NEW HAVEN	
1 Frontage Road, Boston, MA	617-345-7801 ATS:580-7801
Union Station, Providence, RI	401-727-7373 ATS:575-7373
Union Station, 50 Union Avenue, New Haven, CT	203-773-6000 ATS:561-6000

714-S2. (Cont'd)	
NEW YORK — TRENTON	
Penna. Station, New York, NY	212-630-7112 ATS:521-7112
Newark Station, Newark, NJ	201-596-2344 ATS:525-2344
Trenton Psgr. Station, Trenton, NJ	609-989-1773 ATS:742-1773
PHILADELPHIA — WASHINGTON	
30th St. Station, Phila. PA	215-349-3333 ATS:728-3333
Harrisburg Sta., Harrisburg, PA	717-232-3333 ATS:724-3333
Wilmington Shops, Wilmington, DE	302-429-6511 ATS:739-6511
Baltimore Sta., Baltimore, MD	410-291-4230 ATS:729-4230
Washington, D.C.	202-906-3263 ATS:777-3263
ALL DIVISIONS: 1-800-331-0008	

714-S3. TELEPHONE NUMBERS-CREW DISPATCHERS

Crew Base	Type of Call	Telephone Number
All	T&E Employee Payroll Hotline	888-818-2024
All	Assignments Department	877-850-2260
All	To call crew dispatcher from a non-Amtrak location	800-828-2739
Boston Springfield New Haven	Train and Engine employees in road passenger service reporting to duty with crew dispatcher at sign up location.	8-734-2131
New York	Train and Engine employees in road passenger service reporting to duty with crew dispatcher at sign up location.	Zone 1: 8-734-2131
		Zone 2: 8-734-2132
Philadelphia and Harrisburg	Train and Engine employees in road passenger service reporting to duty with crew dispatcher at sign up location	8-734-2133
Washington	Train and Engine employees in road passenger service reporting to duty with crew dispatcher at sign-up location.	8-734-2134

NOTE 1: Calls on 800-828-2739 made from touch tone phones will receive a “prompt” requesting that the caller press the 4 digit number of the dispatching desk he wants to contact, i.e. Desk 1-2131, Desk 2-2132, Desk 3-2133, Desk 4-2134. Calls made from rotary or non-touch tone phones will go to a default line and be answered by the next available crew dispatcher.

NOTE 2: Recorders in service at Wilmington CNOC Central Crew Dispatcher's headquarters. All incoming and outgoing calls will be recorded.

TRACK CAR RULES

803-S1. OPERATION OF SPECIALIZED MW EQUIPMENT

1. Operation Under Train Rules

The following specialized MW equipment is designed to reliably shunt track circuits. When the driver of this equipment is qualified on the operating rules and physical characteristics that apply to freight trains, and is accompanied by a second employee who is qualified on operating rules (see Rule 94), the equipment may run under the operating rules that apply to freight trains, instead of the operating rules that apply to track cars.

If the driver lacks either of these qualifications, or is not accompanied by a second employee qualified on operating rules, the Dispatcher must be notified and the equipment operated under track car rules. This equipment must also operate under track car rules when operating on tracks where DCS Rules are in effect.

Whenever the specialized MW equipment listed below is run under the operating rules that apply to freight trains, the employee at the controls must communicate the following information via the road radio channel, for each wayside signal encountered: name of signal aspect, track number, location, and direction of movement.

- a. **MDZ:** A track geometry unit composed of 3 pieces coupled together — the 09-32 or 09-16 cat tamper, high capacity ballast regulator, and dynamic track stabilizer. All 3 pieces must be coupled together to assure a positive shunt. If not coupled together, the Dispatcher must be notified and the equipment operated under track car rules.
- b. **08-Unimat Switch Tamper**
- c. **09-4S Combo Tamper**
- d. **BMS:** A high capacity ballast regulating and distributing machine. The BMS is designed to shunt with or without its conveyor or transfer car.
- e. **MTW-100:** An electric traction inspection and repair unit. If the MTW-100 is coupled to its single-axle trailer car, the Dispatcher must be notified and the equipment operated under track car rules.
- f. **MPMV:** The Multi-Purpose Maintenance Vehicle is composed of 2 pieces coupled together – a main power unit & the trailing control unit. If not coupled together (or operated with ballast car coupled between power unit & control unit), the Dispatcher must be notified and the equipment operated under track car rules.

2. Maximum Speed of Equipment

The maximum speed for the equipment specified in part “1” of this instruction is 50 MPH not exceeding freight train speeds when operating under train rules, and 30 MPH not exceeding freight train speeds when operating under track car rules.

On the NHB Line, specialized MW equipment that is operating under the rules that apply to trains, must not exceed 30 MPH in ACSES territory, unless the MW equipment has operative on-board ACSES equipment.

803-S1. (Cont'd)

3. Performing Maintenance

Where maintenance is performed by the equipment specified in part "1" of this instruction, a Form D must be issued in accordance with Rule 133. When operating under the direction of the Foreman in charge of the out-of-service track, the equipment may test over its own work area not exceeding 30 MPH, prepared to stop within one half the range of vision.

4. Operation in Cab Signal System (CSS) Territory

When the equipment specified in part "1" of this instruction is operating without a Form D on an in-service track in CSS territory, it must not pass a signal displaying Stop and Proceed or Restricting unless authorized by the Dispatcher. The Dispatcher must not authorize this equipment to pass a Stop and Proceed, Restricting, or Stop Signal until he has determined that the block is not occupied. EXCEPTION: The Dispatcher may authorize movement into an occupied block in an emergency, or when the equipment will enter a block occupied by stored equipment.

Because of potential cab signal code leakage through the equipment, SI 561-S1 (page 348) will apply when a Unimat Switch Tamper, 09-4S Combo Tamper or MTW-100 is operating as a single unit, the BMS is operating without its conveyor or transfer car, or the MPMV is operating as a train with its power unit and control unit coupled. Before operating in CSS territory, the driver must advise the Dispatcher or Operator of the equipment consist, and remind the Dispatcher or Operator that SI 561-S1 applies.

Before operating in Rule 562 territory, where cab signals are used without fixed automatic block signals, the equipment specified in part "1" of this instruction must receive a signal displaying Rule 280a, Clear to Next Interlocking. If entering from a location where this signal cannot be displayed, the equipment must be operated under track car rules.

5. Identification of Equipment

When identifying the equipment specified in part "1" of this instruction by radio, telephone or Form D, employees must include the number of the leading piece of equipment.

803-S2. TRACK CAR AUTHORITY TO PASS STOP SIGNAL

Permission to pass a Stop Signal must not be issued to a track car via Form D Line 3 at either the initial or final interlocking listed on the Form D Line 2, or at any moveable bridge. Verbal permission (Rule 241) of the Dispatcher (or Operator when authorized by the Dispatcher) must be given at the aforementioned locations.

Note: This instruction also governs "additional Line 2" authorities.

813-S1. MOVEMENT OF MULTIPLE TRACK CARS

The first paragraph of Rule 813 is revised as follows:

Multiple track cars operating on the same Form D line 2 authority must regulate their speed to permit stopping *within one-half the range of vision*—short of equipment ahead.

814-S1. DISPLAYING LIGHTS

Contractor equipment that includes an illuminated lighting tower may extinguish the headlights and leave just the running lights on when stationary and working on-track. This Special Instruction does not supersede the requirement of having the headlight on high beam when moving on any track.

815-S1. RAIL GRINDING UNIT

The Rail Grinding Unit track car is authorized to operate at 50 MPH, not exceeding the maximum speed for freight trains.

815-S2. CATENARY MAINTENANCE CAR

The MTW-100 (catenary maintenance car) may operate at 30 MPH when it is pulling its single-axle trailer car.

815-S3. TRACK STRUCTURE ASSESSMENT VEHICLE, AUTOMATED TRACK INSPECTION VEHICLE, NJT TRACK GEOMETRY INSPECTION VEHICLE

The Track Structure Assessment Vehicle (TSAV, Amtrak A68402) and Automated Track Inspection Vehicle (ATIV, Amtrak A68335) are track geometry cars that may perform testing under Form D Lines 2 and 3 authority, in accordance with Track Car Rules 800 through 816.

Amtrak TSAV A68402 may operate governed by Train Type “C” speeds, not exceeding 50 MPH.

Unless otherwise restricted, TSAV & ATIV may operate not exceeding 20 MPH when diverting through switches and passing standing trains on adjacent tracks. TSAV & ATIV are not required to stop when being passed by trains on adjacent tracks.

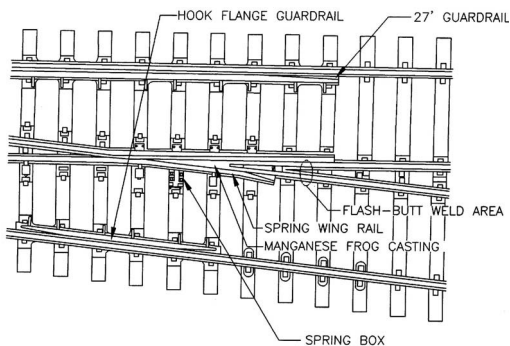
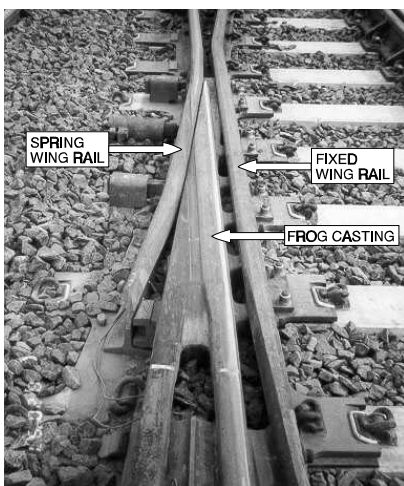
If operating under Form D Line 4, under the direction of Foreman in charge of out-of-service track, TSAV & ATIV may test not exceeding 30 MPH, prepared to stop within one half the range of vision (see SI 133-S1, pg 332).

Note: New Jersey Transit’s Track Geometry Inspection Vehicle (NJT-TGIV) may operate on Amtrak property in the same manner as TSAV, except that it must not exceed the maximum freight train speed.

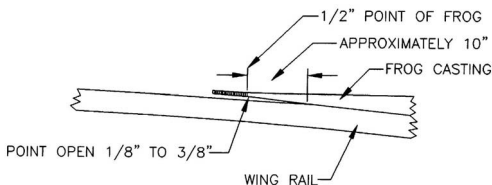
815-S4. SPRING FROGS

Many main track hand operated and interlocked switches are equipped with spring frogs. Spring frogs contain, among other things, a fixed frog point, a moveable spring wing rail, a rigid wing rail, frog hold-down assemblies, and spring box. The frog makes use of a 27 foot guard rail (on the straight side). The spring frog design provides a continuous bearing surface for the wheel tread as it traverses through the frog point area. The following photograph and diagrams illustrate the various spring frog components.

Switches equipped with spring frogs were installed at these interlockings, when this page was last revised: *NHB Line* - Davisville, Lawn, Mansfield, Junction; *NYP Line* - Hudson, Rea, Hunter, Lane, Union, County, Midway, Morris; *PH Line* - Leaman, Cork; *PW Line* - Davis, Prince.



MANGANESE SPRING FROG LAYOUT



DETAIL OF SPRING FROG POINT AREA

900-S1. DISPATCHER

Where the Operating Rules and Special Instructions make reference to Dispatcher such references will apply to the Console Operator at the PSCC.

940-S1. AMTRAK CONDUCTORS AND ASSISTANT CONDUCTORS

During the job briefing, the Conductor must designate himself or another crew member as responsible for door operation. Prior to notifying the Engineer that the train is ready to depart each station, the designated employee must ensure all forward and rearward doors are closed and take position in the remaining open vestibule door to

940-S1. (Cont'd)

observe the platform. The designated employee must continue to observe from the open door until the train has cleared the platform, taking necessary action to prevent passengers from boarding, exiting or otherwise fouling the moving train.

Exceptions:

- On equipment where it is not possible to move the train if any door is open, the designated employee must *visually* verify from the platform that all forward and rearward doors are closed before closing the local door.
- **HST Exception:** This instruction does not apply to crews of High Speed Trainsets (HST). HST crews are governed by SI 940-A1, page 385.

940-S2. CONDUCTORS AND ASSISTANT CONDUCTORS

As soon as their trains are ready to receive passengers, Conductors will see that their Assistant Conductors and Train Attendants are properly located to render any necessary assistance in loading passengers.

Conductors and Assistant Conductors will, while loading passengers, frequently announce the routes and names of the principal stations at which the train will stop. They will also direct passengers to pass promptly to inside of cars and not allow them to stand on car platforms. They will give careful attention to the handling of passengers and will not give signals to start their train while passengers are getting off or on.

Conductors in charge of trains arriving will remain with their train to supervise the prompt and safe detraining of their passengers.

When trains are being moved under the direction of a Yard Conductor and passengers are on board, Conductor and Assistant Conductors will station themselves properly and render necessary assistance to the Yard Conductor, and will not allow passengers to detrain or entrain until it is known that it is safe to do so.

When leaving their trains, Conductors and Assistant Conductors will remove all equipment such as markers, lamps and flag cases, and deliver all this equipment to designated location. They must see that fusees or other articles are not left on or about cars, station platforms or tracks.

Where the term Assistant Conductor is used in these instructions, it applies also to Trainmen, Flagmen and Baggage men.

940-S3. WORK, WIRE, AND WRECK TRAIN CONDUCTORS

Conductors of Work, Wire, or Wreck Trains must call the Assistant Chief Train Dispatcher when reporting for duty, and provide the following information: *job symbol, crew names and employee numbers, and on duty time*. At the end of their assignment, they must again call with an *off duty time*.

941-S1. TRAIN CREW RESPONSIBILITY: TEMPORARY RESTRICTIONS

Initial job Briefing: During initial job briefings, passenger train Conductors and Assistant Conductors are jointly responsible for reviewing all upcoming temporary operating restrictions. The Conductor must verbally remind the Engineer of any upcoming temporary operating restrictions at the last station stop prior to each restriction, or the Conductor may designate a physical characteristics qualified Assistant Conductor as responsible for this task.

Additional Job Briefings: During additional job briefings that are held to discuss new or changed conditions, the Conductor or designated Assistant Conductor must review the new or changed conditions with the Engineer.

Restriction Reminders: As illustrated in the following example, temporary operating restriction reminders should be brief but clear, and must include **(1)** the number of temporary speed restrictions in effect on each track to which the train could be routed, and **(2)** the type and location of any temporary restriction that may require the train to stop.

Example: *“Amtrak Train 640, Conductor to Engineer, two TSRB restrictions on Track 1 Lancaster to Parkesburg, and a TBS in service at Leaman, over”*

Temporary restriction reminders must be transmitted via radio using proper radio procedures. The intercom’s P.A. feature must not be used to communicate the reminder.

If, after the initial reminder, the train stops for any reason prior to arriving at the point of restriction, or stops while within the limits of the restriction, the Conductor or designated Assistant Conductor must again remind the Engineer of the restriction.

941-S2. and 951-S1. AMTRAK TRAIN & ENGINE CREW RESPONSIBILITY: DEPARTING PASSENGER STATIONS

Prior to departing a passenger station where a fixed signal governing the train’s departure is clearly visible, the Conductor or Assistant Conductor of the trains listed in the table below must verbally communicate permission to proceed, and must include the phrase “on signal indication” in their communication to the Engineer:

Example: *“Amtrak Train No. 95, OK to proceed on signal indication, over.”*

This communication must be made via radio, except the train’s intercom or PA system may be used when radio congestion would cause train delay. The Engineer must respond by communicating train identification, signal name, and track number. Conductors do not need to respond to this transmission:

Example: *“Amtrak Train No. 95, Track 8, OK to proceed with a (signal name), out.”*

941-S2. & 951-S1. (Cont'd)

Crews of trains listed below must include the phrase "on signal indication" when communicating permission to proceed to their Engineer:

Trains	Location
Amtrak	Entire NEC
MARC	Washington Terminal
NJT	30 th St. Station, Philadelphia
NJT	Entire Northeast Division

942-S1. POSITION OF CONDUCTOR ON ENGINE CONSIST
 Rule 942 does not apply during switching operations.

950-S1. ENGINEER TRAIN HANDLING CERTIFICATION FORM

Engineers qualifying on the physical characteristics of any portion of the Northeast Corridor will not be considered qualified on the physical characteristics, and must not accept an assignment to operate over the territory involved, until after they have been certified on their train handling proficiency over the territory by a home road supervisor with engine service experience.

After an Engineer qualifies on the physical characteristics of a portion of railroad, an Amtrak Operating Practices Department Representative will complete PART 1 of form NRPC 3290 "AMTRAK PHYSICAL CHARACTERISTICS AND TRAIN HANDLING CERTIFICATION FORM FOR ENGINEERS".

The Operating Practices Department Representative will retain a copy of this form and will also give a copy to the qualifying Engineer. The qualifying Engineer must then present the form to a home railroad supervisor with engine service experience who is qualified on the physical characteristics of the territory involved who MUST RIDE with the qualifying Engineer while he operates over the territory involved within 6 months of the date of qualification.

If the Engineer is unable to have a home railroad supervisor certify him during this period, the Engineer must requalify and obtain a new form. When the supervisor is satisfied with the Engineers train handling proficiency over this territory, he must complete and sign PART 2 of this form, and forward it to the Amtrak Operating Practices Department Representative shown in PART 1.

EXCEPTION: The 6 month requirement will not apply to Engineer Trainees during their OJT phase of training.

954-S1. AIR BRAKE TEST

At points where mechanical forces are employed and on duty, Amtrak Engineers will accept the inspection of the mechanical forces for the air brake test as specified in Rule 2.3 of the AMT-3. Employee making the 2.3 air brake test will complete the Locomotive Initial Air Brake test section on the Locomotive Inspection Form.

HIGH SPEED TRAINSET & HHP-8 OPERATION

F-A1. FIRE SUPPRESSION SYSTEM ON HST's & HHP-8's

HST's and HHP-8's are equipped with an automatic fire suppression system. In the event of a fire in the central block (engine room), an alarm will sound in the operating cab. A "Fire Detected" indication will appear on the POD screen, and a "Fire Detected" indication will also appear in the alarm section of the MFD-1 screen. On HST's, the specific power car that caused the alarm will be identified. Maximum propulsion speed is then limited to 20 MPH. If no action is taken, automatic fire suppression occurs after 2 minutes (FE-13 chemical discharges into the central block), and power car or locomotive becomes inoperable.

To silence alarm, press F7 or F8 key on MFD-1.

If train is inside a tunnel at the time of alarm, and conditions warrant, "FIRE SUPP INHIBIT" button on leading power car or HHP-8 locomotive should be pressed to inhibit loss of propulsion power, so that train may clear tunnel (see HST note below). This button is located on the rear cab wall switch panel.

After clearing tunnel, if it is ascertained that there is a fire condition, the fire suppression system must be manually activated by pressing "FIRE SUPP ACTIVATION" button on the rear cab wall switch panel. On an HST, this button must be activated on the power car on which the fire condition exists.

HST Note: On HST's, if alarm is triggered by rear power car, the fire suppression system cannot be inhibited from the leading power car, since the "FIRE SUPP INHIBIT" button is not a trainlined function. Main circuit breaker will open on trailing power car if system is not inhibited from that power car.

20-A1. BELL ON HHP-8 ENGINES & HST's

In yards and stations, Engineers on HHP-8 engines and HST's must avoid using the horn activation switch to activate the continuous bell feature, except when the use of the horn is also required. The bell activation switch on this equipment will activate the bell continuously until the switch is pressed again.

21-A1. HST COMMUNICATING SIGNAL APPLIANCE

HST's are not equipped with a communicating signal appliance. Conductors must use proper radio voice communication or hand signals to authorize the Engineer to proceed. (The intercom function of the PA system may be used as a back-up means of communication.)

34-A1. STATION STOP MARKERS FOR ACELA EXPRESS TRAINS

Acela Express (HST) Station Stop Markers are installed in various stations throughout the NEC. The marker is a black sign with a white reflectorized “E.” Acela Express trains must stop the front end adjacent to the letter “E.” During their job briefings, Conductors and Engineers must discuss train stop locations for stations where “E” signs are not installed, in order to best accommodate passenger boarding and detraining. Currently, “E” signs are in service at the following locations:

Station	Track(s)	Movement Direction(s)	Notes
Baltimore	4, 6, and 7	Northward & Southward	...
Wilmington	2 & 3	Northward & Southward	...
Philadelphia	3, 4, 5 & 6	Northward & Southward	...
Metro Park	1	Eastward	...
New London	1 & 2	Eastward & Westward	1
Providence	1 & 2	Eastward & Westward	...
Route 128	1 & 2	Eastward & Westward	...
Note 1: When first class car is on head end, first “E” must be used. When first class car is on rear, second “E” must be used.			

34-A2. NEW LONDON: BRIDGE PLATES FOR HST STOPS

Train crews of HST’s making station stop at New London must use bridge plates on high level platform when assisting passengers getting on or off trainsets. After use, bridge plates must be properly stored and secured.

37-A1. ENGINES & EQUIPMENT: MAXIMUM SPEEDS UNLESS OTHERWISE RESTRICTED

HIGH SPEED TRAINSET (HST) CARS	Speed
2000-2039 (power cars), 3200-3219, 3300-3319, 3400-3419, 3500-3559, & Instrumented Car 10003	150
With deflated air springs	90
With over inflated air springs:	
Non-diverting routes	30
Diverting routes	15
HST Power Cars 2000-2039 with shroud raised on:	
Leading Power Car	50
Trailing Power Car	125
HST towed with shroud raised	125
HST operating without either a 3200 or 3400 series car (or the instrumented car 10003) adjacent to each powercar	125
HST Power Cars 2000-2039, Lite	50
HST Power Cars 2000-2039, Multiple Lite	50

40-A1. TRACKS WHERE HST OPERATION IS PROHIBITED

The following table indicates the tracks on which HST operation is **prohibited**.

Location	HST is Prohibited On
New York Terminal District	
Sunnyside Yard	Yard tracks 6, 10, 28, 30, 32 & 34
Q Interlocking	Leads 3, 4 & 5, and 68 Spur
Q to Harold	Connecting Track

41-A1. TILT SYSTEM OPERATION ON HST’s

1. Manually Disabling Tilt in Snowy Conditions:

When snowfall which can become packed in HST undercarriage areas accumulates on the right of way, it

41-A1. (Cont'd)

may become necessary to disable the HST's tilt system to avoid damage to tilt system components. When such conditions are determined to exist, Conductor/Engineer will receive verbal instructions to manually disable the HST tilt system in accordance with this instruction (SI 41-A1, paragraph 1). These instructions will generally be delivered when inquiring about Form D's or other instructions as per SI 165-S1 (page 339), but may also be delivered by the Dispatcher when en route, should conditions require.

- When instructed to manually disable tilt as per this instruction, Engineers must manually disable the HST tilt system on the lead power car by positioning the "Tilting Switch" to the "Disable" position.
- Engineers must note this condition on the MAP-100 as "Tilt disabled per SI 41-A1 para. 1".
- Once tilt has been disabled in accordance with this instruction, it must remain disabled until the train reaches its final terminal.

2. Manually Disabling Tilt on Metro North Railroad:

Between CP 216 (MP 16.3) & CP 274 (MP 72.7), the tilt system must be manually disabled, using "Tilting" switch on Engineer's left switch panel.

Eastward:

Crews of eastward HST's must contact New Haven District E Rail Traffic Controller when passing Pelham Bay to confirm that tilt system is disabled.

Engineers of eastward HST's must re-arm the tilt system by placing the "Tilting Switch" in the "Enable" position when the entire train has cleared CP 274 (MP 72.7).

Westward:

Crews of westward HST's must contact the New Haven District G Rail Traffic Controller when passing Shore Line Jct. to confirm that the tilt system is disabled.

Engineers of westward HST's must re-arm the tilt system by placing the "Tilting Switch" in the "Enable" position when the entire train has cleared CP 216 (MP 16.3).

3. "Tilting Fault" Alarm

In the event of tilt system failure due to a "Tilting Fault" alarm, the following instructions and reduced speeds apply. The Engineer must inform the Conductor and Dispatcher of the tilt system failure as soon as possible, specifying the type of failure, car number and truck ("A" or "B").

- ▶ **"Tilting Fault" Alarm:** Train Type "B" speeds will govern.

Note: Operation at Train Type "B" Speeds: When an HST is required to operate at Train Type "B" speeds as outlined above, its maximum speed is not capped at 125 MPH; The Train Type "B" maximum speeds and speed restrictions that are listed in Special Instructions 37-B1, 37-N1 and 37-P1 will govern. On the NHB and NYP Lines, there are a number of locations where Train Type "B" speeds exceed 125 MPH.

41-A2. SIDE MIRRORS: HST POWER CARS & HHP-8 LOCOMOTIVES

Due to the potential for mirrors to foul the adjacent track, side mirrors on HST power cars and HHP-8 locomotives may be extended only when **(1)** operating on yard tracks at speeds less than 15 MPH, **(2)** standing in a station and mirror is extended only on platform side of train, **(3)** wide track centers exist on the affected side of the train, or **(4)** protection on the adjacent track has been provided by the Dispatcher.

Auto-Retraction Feature: When changing ends or taking charge of equipment (such as when operating into an HST Trainwash facility), crews operating HST's and HHP-8 locomotives must ensure that side mirrors on leading and trailing cabs are manually closed prior to movement. Auto-retraction feature must not be depended upon to close side mirrors.

NOTE: Mirrors must **not** be extended:

- ▶ When in tunnels, unless train is standing.
- ▶ When operating through car washers.

41-A3. HST STATION STOPS; PROPER USE OF HST PORTABLE FOLDING STEPS

Station Stops: HST's must use high level station platforms to receive or discharge passengers. When unforeseen circumstances require that HST's receive or discharge passengers at a location other than a high level platform, HST portable folding steps must be used. These steps are stored on the end cars adjacent to the power cars, in a compartment under the vestibule.

Portable Steps: When HST portable folding steps are deployed, they will foul the adjacent track at most locations. Therefore, whenever necessary to deploy portable steps, the crew must first contact the Dispatcher and obtain a hold on the track to be fouled. If necessary to operate a rescue train on the track fouled by these steps, the Dispatcher must issue the following Form D line 13 to the rescue train: "Approach disabled train located at (disabled train location) on track _____ prepared to stop short of portable steps fouling track"

47-A1. ELECTRICAL OPERATION AT HSR FACILITIES

1. Entrance Door Catenary Buffer Zone - Prior to entering an HSR Servicing Facility, permission must be obtained from a Supervisor on the ground. Before granting permission for a train with raised pantographs to proceed into the building, Supervisors must ascertain that the entrance door catenary buffer zone on the track to be used is energized. The red and green indicator lights do **not** convey the status of the entrance door catenary buffer zone.

2. Catenary Status Indicator Lights - HSR Servicing Facilities are equipped with red & green lights to indicate status of catenary within the Facility. A red light indicates catenary within the Facility is energized. A green light indicates catenary within the Facility is **not** energized and electric engines with pantograph raised must **not** enter the Facility. If both indicators are dark, an M of E foreman must be contacted to ascertain that catenary is energized before attempting movement into the facility with pantograph raised.

47-A2. HST SINGLE POWER CAR OPERATION

When snow, sleet or mechanical conditions require single power car operation, the Engineer will be directed by the Train Dispatcher to operate with a single power car, with one pantograph raised. When so directed, the Engineer must follow the single power car operation and setup instructions contained in System General Road Foreman Notice 2008-33.

72-A1. HST: DEFECTIVE CONDITIONS REQUIRING 125 MPH MAXIMUM SPEED

If any of the following systems are inoperative or bypassed on an HST, the HST must not exceed 125 MPH, and the Dispatcher must be promptly notified:

1. The Integrated Truck Surveillance Unit (ITSU) on any power car or coach, which includes:
 - a. The truck hunting accelerometer sensor on HST power cars and coaches.
 - This apparatus must be in service before the HST leaves its initial terminal, which is noted on the MAP 100 form.
 - If an accelerometer sensor fails en route, HST's in turn around service may continue to the equipment's end point, not exceeding 125 MPH (see SI 72-A5, pg 381).
 - When taking charge of equipment at any terminal other than the original passenger terminal (as noted on MAP 100 & MAP 101), the Engineer must notify the Conductor & Dispatcher of inoperative accelerometer sensor (status displayed on MFD-1 screen) and 125 MPH maximum speed.
 - b. * The on-board hot bearing detection on any power car or coach (see SI 72-A3, pg 377).
2. * The alertor on the leading power car.
3. * Both the POD (Primary Operating Display) and the MFD-1 (Multi-Function Display) screen in the cab of the leading power car.
4. The fire detection system on either power car.
5. The door status display in the cab of the leading power car.

Note: Devices marked with an asterisk (*) must be in service before the HST leaves its original passenger terminal or turnaround location. See Rule 123 for additional instructions on movement with a defective alertor. See Rule 22 for additional instructions on movement with a defective headlight.

72-A2. USE OF TEMPILSTIK

High Speed Trainset coaches and power cars, and HHP-8 engines are equipped with **outboard** journal bearings. When necessary to check an HST coach or power car or HHP-8 engine for an overheated journal bearing, a 219° F or 212° F Tempilstik must be applied to the top of the journal bearing case, where it passes through the truck frame.

72-A3. HIGH SPEED TRAINSET: ON-BOARD HOT BEARING DETECTION SYSTEM

Each High Speed Trainset (HST) power car and coach is equipped with an **Integrated Truck Surveillance Unit (ITSU)**, which is designed to warn the crew if the system detects an overheated journal bearing, or a system fault. The system operates with the following components:

- ▶ Journal bearing temperature sensors that are mounted on each of the car's bearings, and connected by cables to each car's ITSU.
- ▶ Trainline connection to enable the leading HST power car to indicate when a hot bearing or problem with an ITSU is detected.
- ▶ The ITSU control panel that is located near the bottom of electric locker No. 1 in both the HST power cars and coaches.

Hot Journal Alarm: When a temperature sensor detects an abnormal journal bearing temperature (212° F), ITSU triggers a "Hot Journal Alarm."

Bearing Sensor Fault Alarm: When ITSU detects a defect in one of the journal bearing sensors, it triggers a "Brg Sensor Fault Alarm." The specific bearing sensor location and vehicle number that triggered the alarm will be displayed in the alarm box of the MFD-1 screen, for example: *"BEARING SENSOR FAULT L1 3319."*

When either of the above alarms is triggered, the appropriate ITSU front panel indicator illuminates, the "Onboard Failure" trainline becomes energized, and the "ONBOARD FAILURE" indicator on the Engineer's overhead switch panel activates. A "HOT BEARING" alarm will appear on the POD (Primary Operating Display). The train's movement is then restricted to 20 MPH.

When the "HOT BEARING" alarm activates, the following actions must be taken:

1. Stop the train as soon as safe handling will permit.
2. The Engineer must determine car and bearing location which caused the "HOT BEARING" alarm by checking the alarm section of MFD-1 (Multifunction Display 1) for specific information regarding car number and bearing location. The Train Crew can also check the MFDB screen in the Crew Café car, by accessing the main page in the alarm section to obtain specific information regarding car number and bearing location.
3. Take the specific actions listed below, based on the alarm type:

A. HOT BEARING ALARM (Flashing Red LED):

1. If a "Hot Bearing Alarm" caused the "Onboard Failure" indicator to activate, the crew must determine from the MFD screens or the ITSU panel which car and bearing caused the "Onboard Failure" alarm. A member of the crew must check the suspected overheated bearing with a 212° F or 219° F Tempilstik. The Tempilstik must be applied to the top of the journal bearing case where it passes through the truck frame.

72-A3. (Cont'd)

2. Notify the Dispatcher and the Engineer of the results of any inspections, and record ITSU hot journal bearing alarm (flashing red LED) information using MFDC Maintenance Manual Fault Entry screen (coach) or form MAP 100 (power car).
3. **If a hot bearing is found**, Dispatcher will provide instructions for transferring passengers and moving train to repair location.
4. If **no** hot bearing is found, try to reset ITSU by depressing the "SELF TEST" button.
5. If the hot journal bearing alarm (flashing red LED) remains after the Self Test has completed:
 - a. Press the self test and lamp test buttons simultaneously to bypass the defective sensor. The hot bearing indicator should change from flashing to steady illumination, and the local alarm acknowledgment indicator will be illuminated. If pressing the self test and lamp buttons simultaneously fails to bypass the defective detector, the system must be cut out using the cut out switch on the ITSU panel.
 - b. Proceed not exceeding 80 MPH to the **first** location where mechanical forces are available to inspect car.
6. If the ITSU hot journal bearing alarm clears (changes to green) after the Self Test is completed, proceed at NORMAL SPEED to the first location where mechanical forces are available to inspect the car.

NOTE: If the same ITSU hot journal bearing alarm (flashing red LED) activates again before reaching the first mechanical inspection location, reduce train speed to not exceeding 80 MPH.
7. If at the first mechanical inspection location, mechanical forces determine there are no hot bearings, the train must proceed as follows:
 - a. If the ITSU hot journal bearing alarm (flashing red LED) remains, proceed not exceeding 80 MPH to the next mechanical inspection location.
 - b. If the ITSU hot journal bearing alarm (flashing red LED) clears (changes to green), proceed at NORMAL SPEED to the train's final terminal.

NOTE: If the same ITSU hot journal bearing alarm (flashing red LED) activates again after leaving the first mechanical inspection location, reduce train speed to not exceeding 80 MPH.
 - c. If at the **second** mechanical inspection location, mechanical forces determine there are no hot bearings, the train may proceed at NORMAL SPEED to its final terminal, regardless of whether or not the same ITSU hot journal bearing alarm (flashing red LED) remains, or activates again.
8. When an ITSU hot journal bearing alarm occurs before a crew change location, the incoming crew must be advised of any alarm light that remains illuminated, any speed restriction that is in effect, and whether a mechanical inspection is required. If the outgoing crew cannot personally give this information to the incoming crew, they must ask the Dispatcher to relay it.

72-A3. (Cont'd)

B. SENSOR FAILURE ALARM (Flashing Yellow LED):

1. If a **"Sensor Failure Alarm"** caused the "Onboard Failure" indicator to activate, determine from the MFD screens or the ITSU panel which car and bearing sensor caused the "Onboard Failure" alarm.
2. Bypass the defective sensor by pressing the self test and lamp test buttons simultaneously. The sensor failure indicator should change from flashing to steady illumination, and the local alarm acknowledgment indicator will be illuminated. If pressing the self test and lamp buttons simultaneously fails to bypass the defective detector, the system must be cut out using the cut out switch on the ITSU panel.
3. Notify the Dispatcher and the Engineer of the sensor failure alarm (flashing yellow LED), and record it on Form MAP21A (coach), or MAP 100 (power car).
4. Proceed at NORMAL SPEED to the train's final terminal.

ADDITIONAL ITSU INFORMATION:

ITSU Hot Bearing Indicator Lights:

- **Green** = Normal Operation
- **Flashing Red** = Alarm
- **Flashing Amber** = Sensor Failure
- **Steady Amber** = Sensor Bypassed

Other ITSU System Lights:

- An amber "Alarm Sensor" light indicates sensor failure
- A red "System" light indicates system failure
- The green CIN (Car Internal Network) "Active" and red "Unconfigured" lights indicate the status of the car's internal network
- The System "Power," "Ready," and "Failure" lights indicate ITSU system status
- "Local Alarm Acknowledgment" light indicates if any system sensor has been bypassed

Bypassing Defective Sensor:

To bypass a defective sensor, press simultaneously on the ITSU Self Test and Lamp Test buttons. In case of multiple sensor failures, one activation of the degraded mode bypasses each defective sensor of the affected ITSU subsystem(s).

Cutting Out ITSU:

To cut out the ITSU, use the sealed CUTOUT switch. If the ITSU sealed CUTOUT switch fails, use the ONBOARD TL switch (cab rear wall switch panel) to recover train operation. (See SI 72-A1, page 376 regarding operation with ITSU cut out.)

72-A4. HHP-8 LOCOMOTIVE: ON-BOARD HOT BEARING DETECTION SYSTEM

Each HHP-8 locomotive is equipped with an **Integrated Truck Surveillance Unit (ITSU)**, which is designed to warn the Engineer if the system detects an overheated locomotive journal bearing, or a system fault. (On the HHP-8, ITSU monitors only the locomotive; coaches equipped with on-board hot bearing detection are trainlined to the HHP-8's computer alarm screens, but are not connected to ITSU.) The system operates with the following components:

- ▶ Journal bearing temperature sensors that are mounted on each of the locomotive's bearings, and connected by cables to the ITSU.
- ▶ On coaches that are so equipped, journal bearing temperature sensors that are mounted on each of the coach's bearings, and connected by cables to the HHP-8's on-board computer system, and its various display screens.
- ▶ The ITSU control panel that is located in the "R" end equipment room, Engineer's side, near the bottom of electric locker No. 1.

Hot Journal Alarm: When a temperature sensor detects an abnormal locomotive journal bearing temperature (212° F), ITSU triggers a "Hot Journal Alarm."

Bearing Sensor Fault Alarm: When ITSU detects a defect in one of the locomotive journal bearing sensors, it triggers a "Brg Sensor Fault Alarm." The specific bearing location and locomotive number that triggered the alarm will be displayed in the alarm box of the MFD-1 screen, for example: *"HOT JOURNAL L1 651."*

When either of the above alarms is triggered, the "ON-BOARD FAILURE" indicator on the Engineer's overhead switch panel will activate. The train's movement is then restricted to 20 MPH.

If a locomotive bearing triggered the alarm, the appropriate ITSU front panel indicator will illuminate, and a "HOT BEARING" alarm will appear on the POD (Primary Operating Display). The specific bearing location and locomotive number that triggered the alarm will be displayed in the alarm box of the MFD-1 screen, for example: *"HOT JOURNAL L1 651."*

If a coach bearing triggered the alarm, a "COACH HOT JOURNAL" warning will appear in the alarm box of MFD-1. Engineer must notify Conductor to check coach on-board hot bearing detector panels to determine which coach activated the alarm.

When the "HOT BEARING" or "COACH HOT JOURNAL" alarm activates, the following actions must be taken:

1. Stop the train as soon as safe handling will permit.
2. A member of the crew must check the suspected overheated bearing with a 212° F or 219° F Tempilstik. On locomotive, Tempilstik must be applied to the top of the journal bearing case where it passes through the truck frame.

72-A4. (Cont'd)

3. Notify the Dispatcher and the Engineer of the results of any inspections, and record ITSU hot journal bearing alarm (flashing red LED) information on form MAP 100.

4. **If a hot bearing is found**, Dispatcher will provide instructions for transferring passengers and moving train to repair location.

IF NO HOT BEARING IS FOUND:

1. For alarms caused by a **coach bearing**, follow applicable instructions published in AMT-3, Air Brake and Train Handling Rules and Instructions.

2. For alarms caused by **locomotive bearing**, or **locomotive bearing sensor failure**, follow the procedures contained in Special Instruction 72-A3, item **A(4)** on page 378, through item **B(4)** on page 379.

72-A5. TRUCK HUNTING ON HIGH SPEED TRAINSETS AND HHP-8 ENGINES: ITSU OPERATION

High Speed Trainsets (HST) and HHP-8 engines are equipped with an Integrated Truck Surveillance Unit (ITSU) that monitors the equipment for truck hunting.

The truck hunting apparatus must be in operative condition when departing the original passenger terminal, which is noted on the MAP 100 & 101 forms. However, trains that experience an en route failure of the truck hunting apparatus when operating in turnaround service may continue to the equipment's end point not exceeding 125 MPH. When taking charge of equipment at any terminal other than the original passenger terminal (as noted on MAP 100 & MAP 101), the Engineer must notify the Conductor & Dispatcher of inoperative accelerometer sensor (status displayed on MFD-1 screen) and (for HST's) 125 MPH maximum speed.

When an ITSU truck hunting alarm occurs, the Engineer must:

1. Immediately reduce train speed in 5 MPH increments until the alarm has ceased. Once the alarm has ceased, the Engineer may attempt to resume Normal Speed, unless the alarm continues to sound when a higher speed is attempted.
2. In the event that alarm does not cease upon reduction in train speed, a full stop may succeed in clearing alarm.
3. If the actions in steps 1 & 2 above do not clear the truck hunting alarm, bypass accelerometer sensor by pressing the Self Test and Lamp Test buttons simultaneously. [Refer to section (B) of SI 72-A3, page 379, for additional ITSU information.] Engineer must note on MAP 100 the vehicle and truck on which the ITSU accelerometer sensor has been bypassed.
4. **Once accelerometer sensor has been bypassed, train must not exceed 125 MPH.**
5. Promptly notify the Dispatcher of the:
 - a. Mile Post location where the truck hunting alarm occurred.
 - b. Speed at time of the alarm.
 - c. Time of the alarm.
 - d. Unit on which the alarm occurred. (ITSU system on HST monitors all cars)

AND

- e. Accelerometer sensor bypass status - if bypassed, note 125 MPH maximum speed.

72-A5. (Cont'd)

The Dispatcher must report this information to the CNOC Power Desk, so that arrangements can be made to have the equipment inspected.

When an ITSU truck hunting alarm occurs under the conditions described below, the Dispatcher must issue a 30 MPH speed restriction on the affected track at the affected location, until an inspection has been performed by the Track Department:

1. An HST experiences a truck hunting alarm on 3 or more cars of its trainset at a single location.

OR

2. Consecutive HST or HHP-8 locomotive movements experience a truck hunting alarm at the same location (e.g., 2 consecutive HST's, an HST followed by an HHP-8 locomotive, etc.).

100-A1. COUPLING SPEED: HHP-8 ENGINES & HST POWER CARS

A stop must be made just prior to a coupling involving HHP-8 Engines or HST Power Cars. **Coupling speed must not exceed 2 MPH.** These engines and power cars are equipped with high impact energy absorbing, self centering couplers. Coupling at a speed greater than 2.5 MPH will result in the shear ring breaking and damaging the coupler. When this occurs the coupler must not be used until repaired.

116-A1. MOVEMENT OF LITE HST POWER CARS

When an HST power car is operated lite from other than the leading end, crew members must take action to properly control the movement. When switching, movement must be preceded by a crew member, due to the following factors: **(1)** There are no sill steps or end / side handholds on the rear of HST power cars, therefore employees cannot control movement by riding rear of power car. **(2)** Back up hoses are incompatible with the quick disconnect fitting on HST brake pipe, and therefore cannot be used to control movement.

117-A1. OPERATION THROUGH WATER: HST & HHP-8

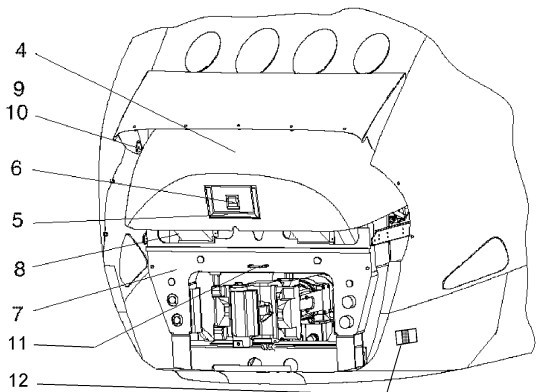
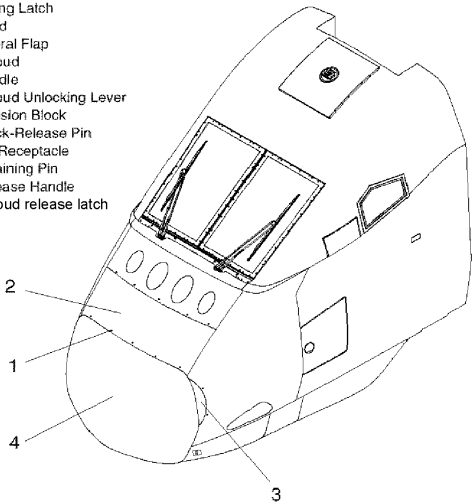
When authorized by the Dispatcher, HST's and HHP-8 locomotives may operate through water, when water depth is 4 inches or less measured from the top of the rail. Movement must not exceed 2 MPH.

137-A1. HST & HHP-8 BRAKE RELEASE - RESCUE TOWING & EMERGENCY TUNNEL EVACUATION

1. HST's – Should it become necessary to tow a High Speed Trainset (HST), the power car shroud must first be raised to enable access to the coupler. The following steps and accompanying diagrams explain how to raise the power car shroud. Use the diagram key number shown in parentheses () for assistance in locating the various shroud components. Safety glasses and gloves must be worn while performing the following tasks. A long handled allen wrench is stored in the power car emergency supply locker, and must be used to open the power car shroud.

137-A1. (Cont'd)

1. Spring Latch
2. Hood
3. Lateral Flap
4. Shroud
5. Handle
6. Shroud Unlocking Lever
7. Collision Block
8. Quick-Release Pin
9. Pin Receptacle
10. Retaining Pin
11. Release Handle
12. Shroud release latch



- a. Using the long handled allen wrench, loosen the 2 allen fasteners ($\frac{3}{4}$ turn) on each lateral flap (#3) on each side of the train. Push the lateral flaps in until they latch.
- b. Using the allen wrench, loosen the 5 spring latch allen fasteners (#1) on the hood $\frac{3}{4}$ turn. Since the hood is spring loaded, it may need to be held down until all of the allen fasteners are loosened.
- c. Release safety latches (#12) on left & right sides.
- d. When the hood is open, squat down and lift the handle on the shroud (#5). Lift the shroud to its balance point. Reposition yourself. If required, have another crew member assist, and then lift the shroud all the way open. (Shroud has springs on each side.)
- e. Shroud must now be manually locked open with quick release pins on each side (#8). Pins must be inserted in holes provided after being removed from storage position.

137-A1. (Cont'd)

- f. Hood must now be manually locked open with retaining pins on each side (#10). Pins must be inserted in holes provided after being removed from storage position.
- g. Prepare brake pipe and main reservoir hoses for coupling. There is a plate under the coupler head that may be removed to improve accessibility to the angle cock and main reservoir cock. Remove hoses from glad hand holders.
- h. The HST is equipped with a self centering coupler that always remains centered and cannot be moved laterally for coupling. Therefore, the rescue engine's coupler must be aligned with the HST coupler. Leaving the knuckle closed on the power car is the best method. However, if necessary, you may open the knuckle on the HST. Remove the coupler assembly from the front of the power car breast plate and insert the coupler assembly in the rotary lock lift. Then lift on the coupler assembly to open the knuckle.
- i. When rescue engine is coupled, speed must not exceed 2 MPH to avoid damaging the coupler shear pins. Ensure rescue engine is stretched. Also ensure that Engineer has cut out the emergency magnet valve (located on the engineer's side of the power car, at the rear) on both power cars, to avoid undesired emergency application in the event of low battery voltage. Couple brake pipe and main reservoir hoses. (Both main reservoir and brake pipe hoses must be coupled, as this will assist in releasing parking brakes.) Open brake pipe angle cock and main reservoir cock. Turn HEP switch to OFF. Check MFD-2 to ensure that HEP output is off. Lower pantographs on HST and move pantograph selectors to OFF on both power cars.
- j. Connect 480 volt cables on right side. Only 2 cables are required. After rescue engine 480 volt output breaker is closed, HEP will be supplied to the train.
CAUTION: HEP must only be provided from 1 source!
- k. When performing the brake test, check the train brake & parking brake status on MFD-2 using the friction brake status screen, in addition to a visual inspection of trailing power car.

IN CASE OF DIFFICULTY IN RELEASING BRAKES:

- l. If brakes cannot be released on one or more trucks due to braking system defect, trucks may be cut out on individual coaches by using the truck cut out cock inside each car, which is located inside the cabinet behind the emergency brake valve. On power cars, the truck cut out cocks are located on the outside wall of the equipment room.
- m. The procedure in the next paragraph should only be used if all other means of moving the HST have failed. Under the conditions outlined below, the HST has no brakes or parking brakes. Therefore, it is imperative that the coupling is stretched prior to brakes being cut out in the manner described.

137-A1. (Cont'd)

When a High Speed Trainset experiences an air brake system malfunction which prevents train movement, after helper train or locomotive has been coupled to HST, brakes may be released on the HST cars using the "No Brake" switch on each car. Power Cars must have brakes released manually with truck cutouts inside car body and parking brake cutout on air brake rack. Train can then be checked for brakes released on MFD-2. Train should then proceed not exceeding 10 MPH to a safe location where brakes can be cut back in.

- n. When the rescue engine is uncoupled the HST Power Car shroud must be lowered and locked in position tightening the allen screws with the allen wrench. If it is not possible to lower the front shroud crew must ensure that locking pins are inserted in the holes provided to prevent movement of hood and shroud. Speed is restricted (see SI 37-S5, page 291) until the shroud is lowered and secured in the down position.

2. HHP-8 Locomotives – Should it become necessary to tow an HHP-8 powered train, the following instructions must be observed.

- a. When coupling to HHP-8, both main reservoir and brake pipe hoses must be coupled. This will assist in releasing parking brake on HHP-8.
- b. Emergency magnet valve (located on "F" end, Engineer's side, in equipment room under emergency valve on air brake rack) must be opened, to avoid undesired emergency application in the event of low battery voltage.
- c. If brakes cannot be released on HHP-8 trucks, trucks may be cut out using the truck cut out cocks located on the outside wall of the equipment room, and parking brake cutout on air brake rack.

940-A1. HST SIDE DOOR OPERATION

1. Engineer's "Doors Closed and Locked" Switch – HST's are equipped with a sealed "Doors Closed and Locked" switch that is located on the Engineer's right switch panel. When in the "Normal" position, traction power **cannot** be developed when any HST side door indicates as not being fully closed. Once placed in the "Bypass" position, the HST **can** develop traction power when one or more side doors indicate as not being fully closed. Therefore, the Engineer must not place this switch in the "Bypass" position without permission of the Conductor.

2. Door Control Station Operation – During the job briefing, the Conductor must designate himself or another crew member as responsible for door operation. When the Conductor or other designated crew member activates a Door Control Station in order to operate HST side doors, all other Door Control Stations in the train are automatically disabled. The Door Control Station cannot be activated until the train has come to a complete stop. After stopping, the Door Control Station (DCS) can be activated by inserting a coach key into the "DCS" key switch in the lower left hand corner of the Door Control Station panel, and turning the key counterclockwise to the "ON" position. You can determine when the Door Control Station has become active, because the "DCS ACTIVE" indicator light

940-A1. (Cont'd)

near the top of the panel will illuminate. To deactivate the Door Control Station, the coach key is turned to the vertical "OFF" position and removed.

NOTE: Due to the design of the "DCS" key switch, it is possible to remove your key without actually turning the key switch completely to the "OFF" position. This leaves the Door Control Station in the active mode ("DCS ACTIVE" light illuminated), thereby preventing all other Door Control Stations in the train from functioning. In order to avoid the delay associated with attempting to find a Door Control Station that was accidentally left active, **always** check to be sure the "DCS ACTIVE" indicator light has gone out after removing your key from the "DCS" key switch.

3. Arriving at Stations –

a. Prior to Arrival: When practical, Conductor or other crew member designated by the Conductor should try to position themselves at the Door Control Station that will be closest to the main stairway or corridor used by passengers at that station. After train has stopped, Conductor or designated crew member will take control of all side doors by activating his or her Door Control Station (place the "DCS" key switch in "ON" position). No other crew member should operate a Door Control Station unless directed to do so by the Conductor.

b. Opening Doors: Conductor or other designated employee must open the Local door first. *Only after the Local door has **completely** opened* can forward and rearward doors be opened by depressing the forward and rearward Open buttons. Since this door open process involves a slight delay, crew members may wish to inform their passengers via the P.A. system: "Please wait, the doors will open momentarily."

4. Departing Stations – The following platform observation requirements apply to the HST, in lieu of the procedure in Special Instruction 940-S1:

a. Door Closing Sequence: Forward and rearward doors must be closed first. Forward and rearward Close buttons must be pressed simultaneously, or within ½ second of each other, in order to close both sets of doors simultaneously. If more than ½ second elapses between activation of forward and rearward close buttons, only one set of doors will close, and the other set of doors will not respond to Close button commands until the verbal announcement has completed. After instructions in paragraph "b" below are complied with, Local door can be closed.

b. Checking Doors From Platform: After the crew signals the Conductor that it is OK to proceed, the Conductor will key all forward and rearward doors closed from his or her location, visually verify from the platform that all doors are closed properly, close the Local door, and then signal the Engineer to proceed.

940-A1. (Cont'd)

5. Door Malfunction – If a door malfunction prevents traction power from being developed, the Conductor must notify the Engineer to place the “Doors Closed and Locked” switch in the “Bypass” position. If train is moving when Engineer loses “Doors Closed & Locked” indication, Engineer must communicate with Conductor, and crew must inspect indicated door to ensure it is closed before authorizing Engineer to place “Doors Closed and Locked” switch in the “Bypass” position. The Engineer must notify the Dispatcher when the “Doors Closed and Locked” switch is placed in the “Bypass” position, and again when the “Doors Closed and Locked” switch is restored to the “Normal” position.

If the malfunctioning door is not closing, it must be secured in the closed position prior to movement. The train will then use the procedure outlined in paragraph **4(b)** above when departing each station. Once underway, the crew can attempt to clear the door malfunction, or manually secure the door if malfunction cannot be corrected. Status of the malfunctioning door can be verified from the MFD screen in the Café Car crew office. If the malfunction has been cleared, the Engineer must be notified to place the “Doors Closed and Locked” switch in the “Normal” position. If traction power is lost, Engineer must again be notified to place “Doors Closed and Locked” switch in the “Bypass” position, and door problem diagnosed at the next station stop.

If, after closing all doors at the next station stop, the door continues to malfunction (preventing traction power from being developed), crew members must manually secure the door, then use the associated Door Control Station to bypass the door by placing the “DCS” key switch in the “Isolate” (ISOL) position.

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**NATIONAL RAILROAD PASSENGER CORPORATION
NORTHEAST CORRIDOR
GENERAL ORDER NO. 301**

Effective 12:01 A.M., Monday, January 18, 2010

1) Timetable No. 3

This General Order contains Northeast Corridor (NEC) Employee Timetable No. 3, which **replaces** NEC Employee Timetable No. 2 in its entirety. Employees must examine each page of their copy of Timetable No. 3 to see that it is complete, and the pages are in proper order. Employees must then review any changes that may affect their duties.

Employees must retain the ***“Employee Physical Characteristics Qualification Record/Employee Physical Examination Record”*** pages, or transfer the information contained on those pages to the new pages contained in this Timetable.

This General Order also contains a reprint of the ***“North-east Corridor Timetable Appendix A”*** pages (yellow), revised and reissued October 29, 2007, these pages are to be placed at the end of Timetable No. 3.

The following items contain a brief explanation of the changes made in this Employee Timetable, as well as recent physical characteristics changes.

2) Train Schedules

General Order No. 301 contains new Schedule Pages 3–98. Pages 99 through 100 have been intentionally omitted. Schedule revision highlights: **(1) New Haven to Boston:** Train schedules have been modified to reflect the completion of the 2009 track work season. Track work allowances have been removed. *Westbound* - There are minimal changes to train schedules. *Eastbound* - Schedules between New York and New Haven are not changed. Eastbound trains will leave New Haven on their normal schedules. Certain trains will arrive in Boston earlier; **(2) Springfield Line:** Faster schedules have been implemented with winter cessation of track work; **(3) New York to Washington:** Allowances for track work in New Jersey have been removed to reflect the completion of the 2009 track work season; **(4) Philadelphia to Harrisburg:** Minor adjustments have been made to allow for platform reconstruction at Elizabethtown station; **(5) New York to Albany / Niagara Falls:** Schedules are unchanged.

MAIN LINE—NEW HAVEN TO BOSTON

3) Passenger Trains and Freight Trains Maximum Speeds: Cove

Special Instruction 37-B1, pages 109 & 114, revised to reflect speed change approaching Cove interlocking.

4) Providence Station Tunnel: Diesel Operation

Special Instruction 36-B6, page 116, added to specify throttle position for operation in Providence Station tunnel.

5) Engine and Equipment Restrictions

Note “e” added to Special Instruction 40-B1, page 117, authorizing Plate F cars to operate between Mansfield and Merken’s Chocolate Lead track.

6) Movement Within New Haven Car Shop Area

Special Instruction 101-B1, page 121, added to require a crew member on the ground to precede all movements within the shop area.

7) New Haven CDOT Shop

Special Instruction 98-B2, page 121, added to designate car shop and locomotive repair tracks in the New Haven CDOT Shop.

8) Pawtucket Interlocking - Imperfectly Displayed Signal

Special Instruction 242-B2, page 125, added to define most restrictive indication of signal governing eastward movements at the east end of Pawtucket interlocking on Track 4 to the Layover facility as Restricting.

9) ACSES Enforcement of Track Speeds

Special Instruction 582-B1, page 126, revised to reflect deletion of reference to length of time the Missing Transponder and permanent track speeds are displayed.

MAIN LINE—MILL RIVER TO SPRINGFIELD

10) Parsons Lane MP 51.4

Special Instruction 138-M1, page 142, revised to reflect Parsons Lane name change to Parsons *Road*.

NEW YORK TERMINAL DISTRICT

11) Penn Station: Push-Pull Equipment

Special Instruction 36-T1, page 156, added instructing 9 car push-pull sets to be platformed at 9PP car marker sign.

12) Normal Position of Switches and Crossovers: Q Interlocking

Special Instruction 104-T1, page 160, revised to reflect normal position of switches is toward Engine House Territory.

MAIN LINE—NEW YORK TO PHILADELPHIA

13) Jersey City and New York Milepost Designations

Special Instruction 161-N1, page 180, revised to reflect corrected milepost number.

14) Bristol Press Switch

Bristol Press switch on No. 4 track at MP 63 is permanently removed from service.

15) Linden Avenue Switch

Linden Avenue switch on No. 1 track at MP 75.5 is permanently removed from service.

MAIN LINE—PHILADELPHIA TO HARRISBURG

16) Train Inspection Detector: Frazer

Special Instruction 72-G1, page 241, revised to show correction to milepost of RA/ HB/DED at Frazer (MP 23.9).

17) Lititz Interlocking

No. 52 switch at Lititz is equipped with a moveable point frog.

SYSTEM SPECIAL INSTRUCTIONS

18) The following Special Instructions have been revised or added, and must be reviewed by affected employees.

Number	Brief Description of Change
A-S4	Conrail/NS HM-1 (Hazardous Materials) in effect 4-1-09.
36-S9	Re-assigned: AMT-3 Instruction 3.2.1 revised.
36-S10	Re-assigned: AMT-3 Instruction 5.4.2 revised.
36-S11	Re-assigned: AMT-3 Instruction 7.4.2 revised.
36-S12	Re-assigned: AMT-3 Instruction P4.1.5 revised.
36-S13	New: AMT-3 Instruction P4.2.3 revised.
36-S14	New: AMT-3 Instruction NP4.2.3 revised.
37-S5	Various engines & cars revised or deleted.
72-S9	New: Wayside HBD Actuation on Equipment with OBHBD.
80-S1	Lititz Interlocking - movable point frog.
580-S1	Rules 582 & 584 revised.
803-S2	New: Restricts use of Form D Line 3 at initial and final interlockings on Line 2.

HIGH SPEED TRAINSETS & HHP-8 LOCOMOTIVES

19) The following Special Instructions have been revised or added, and must be reviewed by affected employees.

<u>Number</u>	<u>Brief Description of Instruction</u>
37-A1	Engines and Equipment: Maximum Speeds revised.

R. H. Phelps
Vice President Transportation



NORTHEAST CORRIDOR EMPLOYEE TIMETABLE

Appendix A

EMERGENCY PROCEDURES

for

**NORTH RIVER,
EAST RIVER,
and
EMPIRE TUNNELS**

**Issued April 29, 2001
Revised and Reissued October 29, 2007**

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INTRODUCTION

This appendix contains information about the North River, East River and Empire Tunnels. It includes a description of the tunnels, methods of communication, and emergency notification and response procedures. Affected employees must familiarize themselves with these instructions, in order to ensure the safety of themselves, our guests, and other employees.

Similar instructions are included in Long Island Railroad Special Instruction 100-L-5, which applies to Long Island Railroad train and engine service who operate in the East River Tunnels.

DEFINITIONS

Emergency: For the purpose of this operating procedure, an emergency is defined as any condition which results in the loss of catenary or 3rd rail power for extended periods, derailments, smoke or fire condition which has the potential of causing injury/illness to passengers and/or employees. An emergency may also be declared by the General Superintendent or designate.

Cross Passageways: Open passageways which connect one tunnel with another. Cross passageways are protected by 2 hour self-closing fire proof doors.

Benchwalls: Elevated walking surfaces located along the sides of the tunnel walls.

Catenary System: A system of wires suspended from the ceiling of the tunnel supporting an overhead contact wire normally energized at 12,000 volts, 25 cycle, single phase alternating (AC) current.

Mile Post Markers: White signs located every 100 feet in each of the seven New York Tunnels indicate the distance from New York, Penn Station. These signs will be utilized to give the Dispatcher the approximate location when reporting problems, defects, etc.

Third Rail: An electrical conductor located alongside and above the running rail from which a sliding contact shoe attached to electrical equipment collects direct (DC) current, 750 volts.

Tunnel Portals: The entrances to the tunnels

Tunnel Shafts: Vertical structure between tunnel and street level. Shafts provide ventilation to tunnels by means of fans at grade level. Existing staircases provide access to the tunnels by emergency responders during tunnel emergencies. Tunnel shafts should not be used as an emergency exit unless specifically authorized by PSCC.

NORTH RIVER TUNNELS

Description:

The North River Tunnels, located on the west side of Penn Station, New York, consist of 2 separate tunnels, designated as the South Tube (Track No. 2) and the North Tube (Track No. 3). They are approximately 2.5 miles in length, and fall under the jurisdiction and authority of the Dispatcher at PSCC. PSCC controls "A" Interlocking at the east end and Bergen Interlocking at the west end.

The overhead catenary and 3rd rail systems extend the full length of both tunnels, and should be considered energized at all times. Bench walls also run the full length of both sides of the tunnels.

Shafts:

There are two shafts located in the North River tunnels. The Weehawken Shaft at mile post marker 1.81 is located approximately 6,000 feet east of the west end portals and is accessible from the south benchwall in the North Tube and the north benchwall in the South Tube. The 11th Avenue Shaft is located approximately 1,000 feet from the east end portals and is accessible from both benchwalls in the North Tube and the north benchwall in the South Tube.

Cross Passageways:

Cross passageways connect the North and South Tubes in 11 locations, 1 west of 11th Avenue Shaft, 1 at Weehawken Shaft and 9 west of the Weehawken Shaft. Listed below are the doors for the cross tunnel passageways west of the Weehawken Shaft, numbered from west to east, and showing status of repair:

Passageway	Status	Passageway	Status
#1, MP 2.92	Single door barricaded & out of service	#6, MP 2.41	In service
#2, MP 2.87	Out of service	#7, MP 2.24	Out of service
#3, MP 2.81	In service	#8, MP 2.06	In service
#4, MP 2.75	Out of service	#9, MP 1.89	In service
#5, MP 2.58	In service	#10, MP 0.66	In service

All Fire Safety doors for access to the cross passageways connecting the North Bench wall of the South Tube (No. 2 trk) with the South Bench wall of the North Tube (No. 3 trk), located at mile post marker 1.82 and approximately 60 feet east of mile post marker 1.82, have been removed.

Employees must familiarize themselves with passageway location numbers and must refer to the proper number when requiring cross tunnel evacuation.

NOTE: Employees must use extreme caution when standing near or walking past cross passageway openings, account very high velocity wind currents caused by trains passing in adjacent tunnels. **Employees must not use these cross passageways** until it is verified through the PSCC Train Dispatcher that no trains are operating nor authorized to operate in either track of the North River Tunnels. Evacuation of passengers through these cross passageways must not be attempted without the authorization of the Assistant Superintendent of Train Movement or designated officer.

Fire Extinguishers:

Standard 20 lb. “ABC” type portable fire extinguishers are installed at all Blue Light locations in both the North and South Tubes. These fire extinguishers are mounted on hangers, and have an orange cover that is marked “Fire Extinguisher”.

A dry standpipe system for use by the Fire Department runs the entire length of both tunnel walls.

Telephone Operation:

The North River Tunnels are equipped with coaxial antennas, providing for radio communications between trains and PSCC. Some cellular phone systems may also work in the tunnels.

Communications Safety Stations are located on the tunnel walls at intervals not exceeding 400 feet, staggered on each side of the tunnel. They are identified by a blue light and a reflective decal representing a telephone handset. The Communications Safety Stations have the following features:

- Telephone
- Public Address
- Third Rail Disconnect*

***Note:** The Third Rail Disconnect buttons are currently not in service; the Power Director must be notified when necessary to de-energize the third rail.

(See diagram on page A-18 of this Appendix.)

EAST RIVER TUNNELS

Description:

The East River Tunnels, located between JO/C interlockings at the west end and F interlocking at the east end, consist of 4 separate tunnels, designated Line 1 (Track No. 1), Line 2 (Track No. 2), Line 3 (Track No. 3), and Line 4 (Track No. 4). They are approximately 2½ miles in length, and fall under the jurisdiction and authority of the Dispatcher PSCC.

The overhead catenary and 3rd rail systems extend the full length of all 4 tunnels, and should be considered energized at all times. Bench walls also run the full length of both sides of the tunnels.

Shafts:

There are 2 shafts located in the East River Tunnels. The First Avenue Shaft at mile post marker 1.14 is located at the western portion of each tunnel, approximately 4,900 feet from the west portals. The Long Island City shafts are located at mile post marker 1.89 in the eastern portion of the tunnels, approximately 3,800 feet from the east portals.

All exit staircases are accessible from the benchwalls at First Avenue. However, they are single width, spiral staircases and are not suitable to be utilized as a prime means of egress. Every effort must be made to evacuate passengers via cross passageways, train transfers or exit through the tunnel portals.

As part of the Long Island City Shaft rehabilitation project, metal structures are erected along both benchwalls on all tracks, commencing at a point approximately 15 feet west of the Long Island City Shaft, and extending east approximately 30 feet. These metal structures are about 6 inches from the edge of the benchwall, resulting in close clearance conditions. "Close Clearance" signs are posted, and employees must use caution in these areas to avoid injury. Within the metal structures the following are accessible and in service:

- a. **Inner** benchwalls on all tracks.
- b. Cross passageways between Track Nos. 1 & 2 (Lines 1 & 2) and Track Nos. 3 & 4 (Lines 3 & 4).
- c. New stairway located within cross passageway between Track Nos. 1 & 2 (Lines 1 & 2).
- d. New stairway located within the cross passageway between Track Nos. 3 & 4 (Lines 3 & 4).

NOTE: "EXIT" signs are installed at locations that provide access to stairways, and "NO ENTRY" signs are placed at locations that are *not* accessible. Portions of the benchwalls are painted yellow, and other signs and directional arrows are installed to assist employees and emergency response personnel in locating doors, cross passageways and emergency staircases.

Cross Passageways:

Cross passageways connect Line 1 with Line 2, and Line 3 with Line 4 at six locations. There are 4 cross passageways west of First Avenue Shaft, one at First Avenue Shaft and one at Long Island City Shaft. Cross passageways are identified by nearest mile post marker, as indicated on tunnel doors.

NOTE: Employees must use extreme caution when standing near or walking past cross passageway

openings, account very high velocity wind currents caused by trains passing in adjacent tunnels. **Employees must not use these cross passageways** until it is verified through the PSCC Train Dispatcher that no trains are operating nor authorized to operate on the track in the adjoining East River Tunnel. Evacuation of passengers through these cross passageways must not be attempted without the authorization of the Assistant Superintendent of Train Movement or designated officer.

Fire Extinguishers:

Stationary dry chemical fire extinguishers for use by Fire Department personnel or trained employees are located on the north bench wall of Lines 1 & 3, and the south benchwall of Lines 2 & 4. Information on the use of these fire extinguishers is located at the end of this appendix.

Dry standpipe systems for use by the Fire Department are located at each shaft.

Telephone Communications:

The East River Tunnels are equipped with coaxial antennas, providing for radio communications between the trains and PSCC. Some cellular phone systems may also work in the tunnels.

Communication Safety Stations are located on the tunnel walls at intervals not exceeding 400 feet, staggered on each side of the tunnel. They are identified by a blue light and a reflective decal representing a telephone handset. The Communication Safety Stations have the following features:

- Telephone
- Third Rail Disconnect
- Public Address

(See diagram on page A-18 of this Appendix.)

Telephone Operation - The Communication Safety Stations have direct telephone connections to both the PSCC Dispatcher and the Power Director, and can be used as follows:

1. To contact PSCC, press the "PUSH FOR HELP" button to have the system speed dial PSCC, then use the speaker phone or the handset to talk.
2. To contact the Power Director, open the station door, pick up the handset, push the "POWER DIRECTOR" button to have the system speed dial the Power Director, then use the handset to talk. The speaker phone cannot be used to communicate with the Power Director.

The Communications Safety Stations can also be used to access the Amtrak Telephone System (ATS). To reach

New York (521) ATS exchanges, lift the telephone handset, push the "PUSH FOR DIAL TONE" button, then enter the 4 digit telephone number desired. To place an ATS call outside of the 521 exchange, lift the telephone handset, listen for dial tone, then enter 8, followed by the 7 digit ATS phone number.

Each Communications Safety Station contains a card showing the telephone number and location of the safety station, as well as the 4 digit telephone numbers of PSCC Dispatchers, Power Director, C&S Trouble Desk and Amtrak Police. Before entering the desired 4 digit number, lift the telephone handset and press the "PUSH FOR DIAL TONE" button.

Third Rail Disconnect - Employees can disconnect the third rail power in the immediate vicinity of the Communication Safety Station by **simultaneously** pushing the "POWER DIRECTOR" and "DC" buttons. This will have no effect on the overhead catenary.

Public Address (PA) - Employees can use the PA feature by pushing the "PAGE" button and using the handset to talk. This PA feature can also be utilized by the Power Director, Dispatcher and Supervisor in PSCC to broadcast information in the vicinity of the Communication Safety Station.

Strobe Lights - Strobe lights are located in various portions of the tunnels. These strobe lights can be activated by the Dispatcher in PSCC and the Power Director. When strobe lights are illuminated, maintenance personnel and those employees on standing equipment must immediately contact the PSCC Dispatcher for instructions.

EMPIRE TUNNEL

Description:

The Empire Tunnel, located between A interlocking at the south end and Empire interlocking at the north end, consists of 1 single track tunnel leading into an open top concrete "U" section at its north end, designated Track No. 2 Main. The tunnel portion is approximately 1,500 feet long and the "U" section is approximately 1,000 feet long. The overall length of 2,500 feet falls under the jurisdiction and authority of Dispatcher at PSCC.

The overhead catenary and 3rd rail systems extend the full length of the tunnel, and should be considered energized at all times. Low level bench walls also run the full length of both sides of the tunnel, just above track level.

The walls of the tunnel are color coded as follows: The south zone is marked in red with a red "S" under each

light. The north zone is marked in green with a green “N” under each light.

If a train stops in the tunnel, the Engineer on the head end and the Conductor on the rear end, must immediately determine the mile post marker location of the train and radio this information to PSCC. If there is a source of smoke or fire, the location must also be given in terms of being on the north end or south end of the train.

The tunnel is equipped with a forced air ventilation system.

Communications Safety Stations like those found in the East River Tunnels are being installed in the Empire Tunnel. They will be placed in service by Bulletin Order notification.

Shaft:

The 33rd Street and 11th Avenue Shaft is located approximately 250 feet south of the north end portal and is accessible from both benchwalls.

Fire Extinguishers:

Stationary dry chemical fire extinguishers for use by Fire Department personnel or trained employees are located on the bench walls throughout the tunnels, staggered every 100 feet. Information on the use of these fire extinguishers is located at the end of this appendix.

A dry standpipe system for use by the Fire Department runs the entire length of both tunnel walls and both “U” section walls.

EMERGENCY NOTIFICATION PROCEDURES (ALL TUNNELS)

In an emergency situation, all employees must remain calm and respond in an efficient and professional manner. The following is the basic sequence of events that must be followed in an emergency.

1. Train and engine crews will communicate with each other to determine the nature of the emergency.
2. The Engineer must arrange to notify the Dispatcher at Penn Station Central Control (PSCC) via radio or the emergency phone system in the tunnel. Use the nearest mile post marker sign to report your location.
3. The LIRR Supervisor Train Movement and/or Amtrak Manager of Train Operations at PSCC will arrange to immediately notify:
 - a. Appropriate Fire Department:
New York City Fire Department (FDNY) - **Use Direct Line** or 212-999-2222

- North Hudson Regional Fire & Rescue - 201-864-8000 or 201-863-6500
 - b. Amtrak Police Department - 212-630-7113
 - c. MTA Police - 212-878-1220
 - d. Amtrak Terminal Operations Center - 212-630-6466 or 212-630-6467
 - e. Amtrak Power Director - 212-630-7685 or 212-630-7684 or 212-630-7680 or 212-630-7681
 - f. LIRR Station Master's Office - **Use Direct Line** or 212-643-5093
 - g. Trouble Desk - 212-630-7651
4. The Power Director will notify qualified electric traction personnel to proceed to the location where catenary and third rail power can be de-energized and grounded as needed.
 5. Terminal Operations Center will notify the following:
 - a. Amtrak Supervisor of Terminal Services - 212-630-6466 or 212-630-6467
 - b. 40 Office - 212-630-7466 or 212-630-7469
 - c. National Operations Center - 302-683-2105
 - d. SkyTel, for Code 500
 6. 40 Office will notify the following:
 - a. NJ Transit (NJT) Movement Office - 201-714-2782 or 201-714-2781
 - b. Amtrak Fire Safety Manager - 212-630-7163
 - c. Amtrak Safety Department - 212-630-7249
 - d. Mechanical Forces - 212-630-7587 or 630-7639
 - e. Customer Services - 212-630-6400
 7. Amtrak's Police Department will notify the following when applicable:
 - a. Appropriate Fire Department
New York City Fire Department (FDNY) - **Use Direct Line** or 212-999-2222
North Hudson Regional Fire & Rescue - 201-864-8000 or 201-863-6500
 - b. New York City Police Department - 911
 - c. New York City Medical Services - 911
 - d. LIRR Police Department - 718-558-3300
 - e. NJ TRANSIT Police Department - 800-242-0236
 - f. North Bergen Police Department - 201-867-5400 (Emergency Medical Services)
 - g. Weehawken Police Department - 201-863-7800 (Emergency Medical Services)

EMERGENCY RESPONSE PROCEDURES

PSCC Manager Operations Office:

1. The PSCC Manager Operations office is located on the 2nd floor at 400 West 31st Street, telephone number 212-630-6308. *The New York Battalion Chief should report to this location.*

2. Participation by all departments regarding rescue efforts and/or clean-up operations will be coordinated through the PSCC Manager Operations office.

Incident Command Post:

1. An Amtrak Supervisor (e.g. Trainmaster or Road Foreman) will report to the primary **Incident Command Post** at the former Taxi Stand, located off 31st Street between 7th and 8th Avenues, and act as a liaison between the railroad and the FDNY Officer in Command (OIC) to provide any required information or assistance needed during the rescue effort. *(In the event that the primary Incident Command Post is inaccessible, the Incident Commander will determine the new Command Post Location.)*

Fire or Smoke Condition on Moving Train:

1. If a fire or smoke condition develops on a moving train, the train crew must promptly and accurately assess the nature and extent of the problem, then notify the Engineer.

Note: If radio communication with the Engineer is not possible, the Conductor will notify the Engineer by sounding one short, one long, and one short (o — o) on the communicating signal appliance, if equipped.

2. The Engineer must establish and maintain radio communications with PSCC. The Engineer must provide PSCC with the train number, track/tunnel designation, and nature of the fire or smoke condition.
3. The train will be routed by the Dispatcher without delay. **EVERY ATTEMPT MUST BE MADE TO KEEP THE TRAIN MOVING UNTIL IT HAS CLEARED THE TUNNEL.**

Note: See Special Instruction F-A1 for information regarding movement of High Speed Trainsets & HHP-8 locomotives on which a Fire Suppression System alarm has occurred.

4. The Conductor must maintain order, taking the appropriate steps to insure passenger safety, comfort and information.
5. Passengers in a car in which a fire develops must be directed to an adjacent car away from the fire as quickly as possible.
6. Any open doors must be closed as quickly as possible, and air ventilation systems shut down to prevent drawing smoke into the cars. (See instructions on page A-10.)
7. When possible, the crew should attempt to extinguish the fire with the fire extinguishers on board.

8. If conditions require the train to be evacuated, follow the instructions of PSCC as to the method of evacuation to be used. Take appropriate action to ready the train and passengers. Upon arrival at the designated evacuation site, passengers are to be instructed to move in an orderly and swift manner. If the condition warrants, passengers must be instructed to leave all luggage behind.

Note: Conductor and crew must maintain calm by keeping passengers well informed as developments occur.

Fire or Smoke Condition on Disabled Train:

1. If a fire or smoke condition develops on a disabled train, the train crew must promptly and accurately assess the nature and extent of the problem, then notify the Engineer.
2. The Engineer must establish and maintain radio communications with PSCC. The Engineer must provide PSCC with the train number, track/tunnel designation, location, and nature of the fire or smoke condition.
3. The Conductor must maintain order, taking the appropriate steps to insure passenger safety, comfort and information.
4. Passengers in a car in which a fire develops must be directed to an adjacent car away from the fire as quickly as possible.
5. Any open doors must be closed as quickly as possible, and air ventilation systems shut down to prevent drawing smoke into the cars. Train ventilation system must be shut down as follows:
 - **L.I.R.R.**—Warm-up switches keyed out (off).
 - **Jersey Arrow MU**—Shut off ventilation blowers in each pair by placing AC to “OFF” position. This breaker is located above the Engineer’s seat..
 - **Amfleet**—Shut off all ventilation blowers by placing temperature control switch in “OFF” position in the electrical locker in each car.
 - **High Speed Trainset**—Train crew must shut down HVAC blowers in each car by placing emergency blower fan switch in “CUT-OUT” position. This switch is located behind a small access panel near the emergency brake valve handle. Engineer will then turn fresh air damper switch on Engineer’s overhead switch panel to “CLOSE” position (turn spring loaded switch to the right, it will then return to center). Dampers on the entire train will then remain closed for one hour. After one hour, automatic damper control will resume, and dampers may reopen automatically. Conductor or Assistant Conductor may

manually close dampers one car at a time, by turning the temperature control in each car's electric locker to the "Layover" position. This will permanently close the fresh air dampers, and turn the cooling and overhead heating systems off.

6. If fire or smoke condition exists on a locomotive, the third rail and trolley wire must be de-energized and pantograph lowered.

Note: See Special Instruction F-A1 for information regarding the operation of the Fire Suppression System that is installed on High Speed Trainsets & HHP-8 locomotives.

7. When possible, the crew should attempt to extinguish the fire with the fire extinguishers on board.
8. If the fire cannot be controlled with on-board extinguishers, and a life threatening situation exists, crews will use dry chemical fire extinguishers, mounted on the benchwalls at 100 foot intervals on the benchwall.
9. As directed by **PSCC**, the Engineer will be given instructions regarding the method of rescue (rescue train, MU push-out, pull-out, or locomotive tow). If conditions change, the Dispatcher must be notified immediately. **Note:** Refer to laminated cards.
10. If radio communication cannot be maintained, the Conductor must use the tunnel telephone system to contact the Dispatcher.

Note: If the telephone system is inoperative, and no other means of communication is available, the Conductor is responsible for making decisions. His first priority must be to insure the safety of the passengers. Calm must be maintained by providing passengers with **frequent** updates by the train crew regarding the fire conditions. ***Every effort should be made to keep the passengers on the train until rescue personnel arrive. Only in life threatening conditions should an evacuation be attempted.***

11. Upon receipt of instructions as to the rescue method to be utilized, the crew must take appropriate action to ready the train and passengers for such method.

Methods of Rescue:

Evacuation of the train is to be utilized as a last resort. Until an evacuation is actually ordered, passengers should be instructed to maintain calm and stay on the equipment.

Careful consideration must be given when attempting the following rescue efforts so as not to endanger the health and well being of the rescue train and engine crew. When conditions allow, the following rescue methods may be considered.

1. Train to Train Rescue

This method provides for a rescue train to pull ahead or behind the disabled train in the same tunnel. The train crew will be responsible to orderly evacuate the passengers from the disabled train, to the adjoining benchwalls or through the end of the train and on to the rescue equipment. The train crew should instruct passengers to be careful and to proceed as quickly as possible.

The crew on the rescue train must be instructed not to proceed into a smoke engulfed area.

If the Engineer must evacuate his train, the equipment must be left in condition to be towed. On Amtrak and NJT equipment, a full brake application must be made. The control valve must be closed and an appropriate number of hand brakes applied.

2. MU Push-Out or Pull-Out Rescue

This method is **not** recommended as a means to rescue Amfleet equipment because the truck brakes cannot be cut out in the tunnel, due to benchwalls.

This method is only to be utilized after it has been definitely determined that the train line on the disabled train is in condition to allow the train to be moved. A rescue MU train is to couple to the disabled train in the tunnel and push or pull the disabled train to the nearest tunnel portal.

While NJT Arrow and LIRR M3 MU cars have the same type of couplers, air and electrical systems are not compatible. (LIRR M7 MU car couplers are in no way compatible with LIRR M3 or NJT Jersey Arrow MU car couplers.) Air trainline cocks must be closed and electrical heads retracted before attempting to couple NJT and LIRR M3 MU equipment.

3. Locomotive Tow Rescue - Trains Other Than High Speed Trainsets

This method is **not** recommended as a means to rescue Amfleet equipment because the truck brakes cannot be cut out in the tunnel, due to benchwalls.

Utilizing a diesel locomotive or AC electric locomotive to tow the disabled train to the nearest tunnel portal, the following must be strictly adhered to when this method is used:

- a. Speed Restricted to 15 MPH.
- b. If brakes cannot be released by brake pipe pressure, cut out the truck brakes. **Note:** When truck brakes are cut out, hand brakes must be applied to prevent rolling.
- c. Release hand brakes, move train to the nearest tunnel portal without delay. When possible, train crew members should be stationed at handbrakes prepared to apply them if necessary.

Compromise (Adapter) couplers for use in towing LIRR and NJT MU equipment are located in aluminum diamond plate boxes locked with Pennsylvania RR style switch lock key. These boxes are located at the east end of the following station platforms:

Platform	Tracks	Platform	Tracks	Platform	Tracks
11	20 & 21	9	17	7	13 & 14
10	18 & 19	8	15 & 16	...	...

Compromise couplers are also found in boxes at the east portals of the East River Tunnels between Lines 1 and 3 and between Lines 2 and 4, and at the east portal of the North River Tunnel between No. 2 and No. 3 tracks.

Since compromise couplers vary with equipment type, employees involved in rescue operations must make certain that the proper compromise coupler is obtained.

4. Locomotive Tow Rescue - High Speed Trainsets

Should it become necessary to tow a High Speed Trainset (HST), the instructions contained in Timetable Special Instruction 137-A1 must be followed.

5. Passenger Evacuation Rescue

When it is necessary to evacuate passengers, several considerations must be taken based on the train's location to tunnel shafts, cross passageways and portals.

- a. **Tunnel Portals:** Evacuation of passengers utilizing the benchwalls to the nearest tunnel portals when possible should be utilized.
- b. **Cross Passageways:** When the train is located in an area in which cross passageways are available, passengers should be instructed to proceed along the benchwalls and into the adjoining tunnel. **Note:** Ideally a rescue train should be instructed to proceed to the cross passageway of the adjoining tunnel, and passengers should board the train at that point.
- c. **Tunnel Shafts:** Tunnel exit shafts should **not** be utilized as a prime means of evacuation, for the following reasons:
 - 1) Smoke and fumes rise, which could create a significant hazard to passengers utilizing shafts in the immediate area.
 - 2) The shafts in the **East River Tunnels** are single width, spiral staircases.
 - 3) Use of shafts requires climbing of stairs, which could be difficult or impossible for some elderly or handicapped passengers.
 - 4) Shafts may be utilized by Rescue and Fire Department personnel, thereby rendering the shaft impassable.

Removal of Power:

If a tunnel emergency requires removal of third rail or catenary power, the following procedure must be used:

1. Notify the New York Power Director 212-630-7684 / 7685.
2. Identify yourself, give location and nature of the emergency.
3. The Power Director will remove power to the area and will direct E.T. personnel to the scene of the emergency.

Note: Removal of power by the Power Director in no way implies that catenary wires or third rail is “de-energized” or “safe”. Personnel should follow procedures outlined in AMT-2.

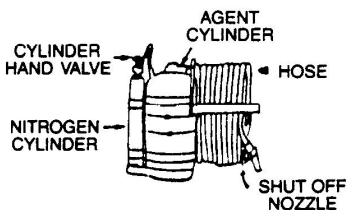
USE OF STATIONARY FIRE EXTINGUISHERS

While stationary fire extinguishers are safe to be used on any type of fire encountered in the tunnels, they are intended to be used primarily by trained Fire Department personnel. In the event that a small fire is encountered, the use of a smaller portable type fire extinguisher off of a piece of equipment car, or locomotive is **recommended**.

Stationary fire extinguishers are located on the bench walls in the East River and Empire Tunnels, approximately 100 feet apart. Each fire extinguisher is equipped with a 50 foot hose and discharges a non-toxic dry chemical agent. The fire extinguisher is rated for class A, B and C fires, thereby making it safe to be used on grease or electrical type fires.

When necessary to use a stationary fire extinguisher, the following procedures will apply:

1. Parts of the fire extinguisher.



Cylinder hand wheel valve- when opened discharges high pressure nitrogen into the agent cylinder.

Agent cylinder-contains the extinguishing agent (Monoammonium phosphate). This agent is non-toxic.

Extinguisher hose-50 foot rubber hose.

Shut off nozzle-controls the flow of the extinguishing agent. The discharge time of the fire extinguisher is 45 seconds. The extinguishing agent throw is up to 40 feet.

2. Discharging the fire extinguisher

- a. Open nitrogen cylinder hand wheel valve counterclockwise. This will properly break tamper indicator seal.



- b. Remove shutoff nozzle assembly from mount and pull hose from storage rack.

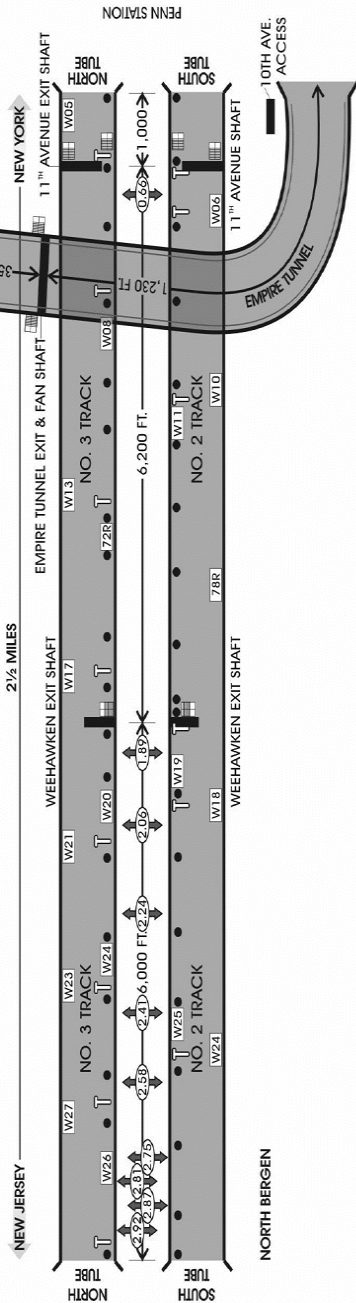


- c. Stand at least 20 feet from fire, aim nozzle at the base of near side of burning surface. Hold hose and nozzle firmly to allow for discharge recoil. Open nozzle by pulling handle toward you. **Note: Only apply agent in short spurts due to confined area.** Use a rapid side to side sweeping motion and progressively follow-up and extinguish fire.



3. Report the location(s) of the discharged fire extinguishers promptly to the C&S Trouble Desk: Bell: 212-630-7651, ATS: 521-7651

NORTH RIVER & EMPIRE TUNNELS - Locations of Telephones, Alarm Boxes, Cross Passageways and Access Shafts



Note: Fire extinguishers are located at 100 feet intervals on the bench walls. Locations are staggered between the north and south bench walls.

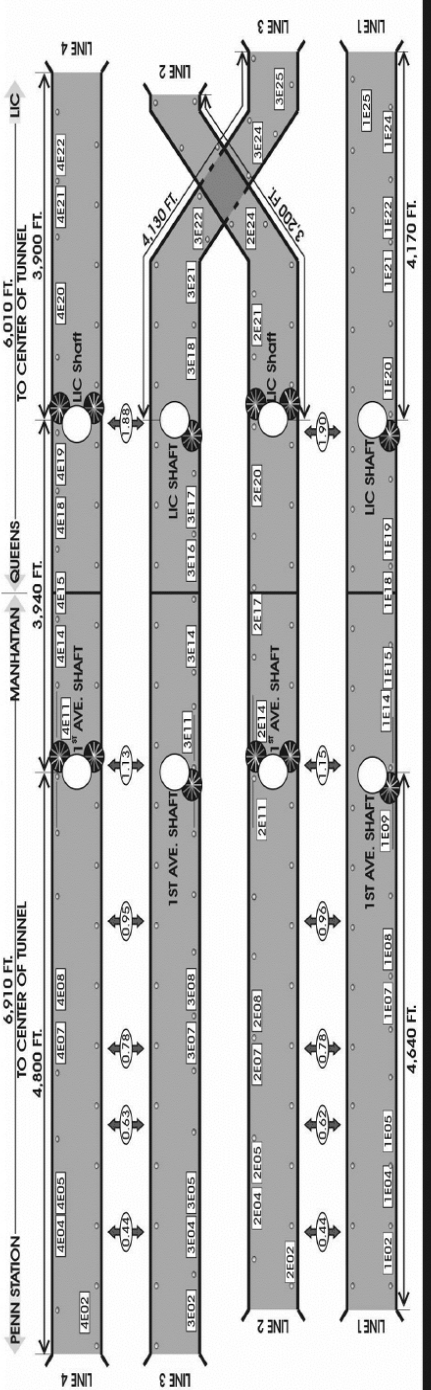
Weehawken Shaft: On Boulevard East, in New Jersey transit Bus Parking Lot, South Side of Lincoln Tubes Administration Building.

11th Avenue Shaft: Can be Accessed Through emergency Exit at 524 33rd Street, Between 10th and 11th Avenue South Side of Street.

Emergency Phone Numbers
 New Jersey North Hudson Regional Fire (201) 863-6500 or (201) 864-8000
 New York FDNY Direct Line or (212) 999-2222



EAST RIVER TUNNELS - Locations of Communication Safety Stations, Cross Passageways and Access Shafts



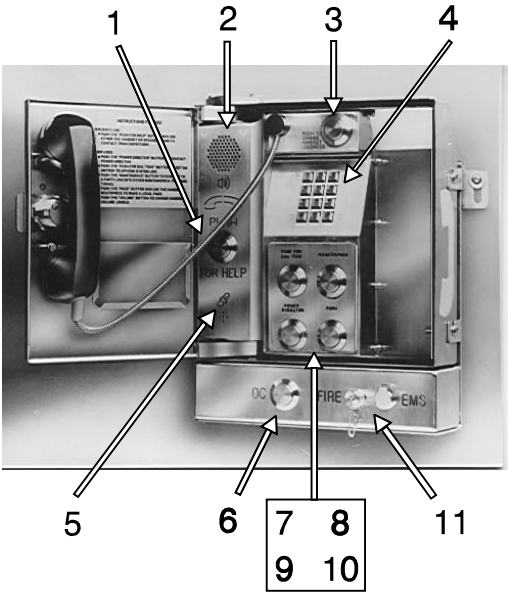
Note: Fire extinguishers are located at 100 foot intervals on the bench walls. Locations are staggered between the north and south bench walls.

First Avenue Shafts: Lines 1 & 2 just east of corner of 1st Avenue & 33rd Street. Lines 3 & 4 between 33rd & 34th Streets on east side of 1st Avenue.

Long Island City Shafts: West side of 2nd Street between Borden Avenue and 54th Street.

Standpipes at LIC and First Avenue extend only 150 feet on bench walls in both directions.

COMMUNICATIONS SAFETY STATION



Communications Safety Station Components:	
1. Push for help button	2. Speaker
3. Push to change handset volume	4. Keypad
5. Microphone	6. DC
7. Push for dial tone	8. Maintenance
9. Power Director	10. Page
11. Fire & EMS (for emergency personnel use only)	

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